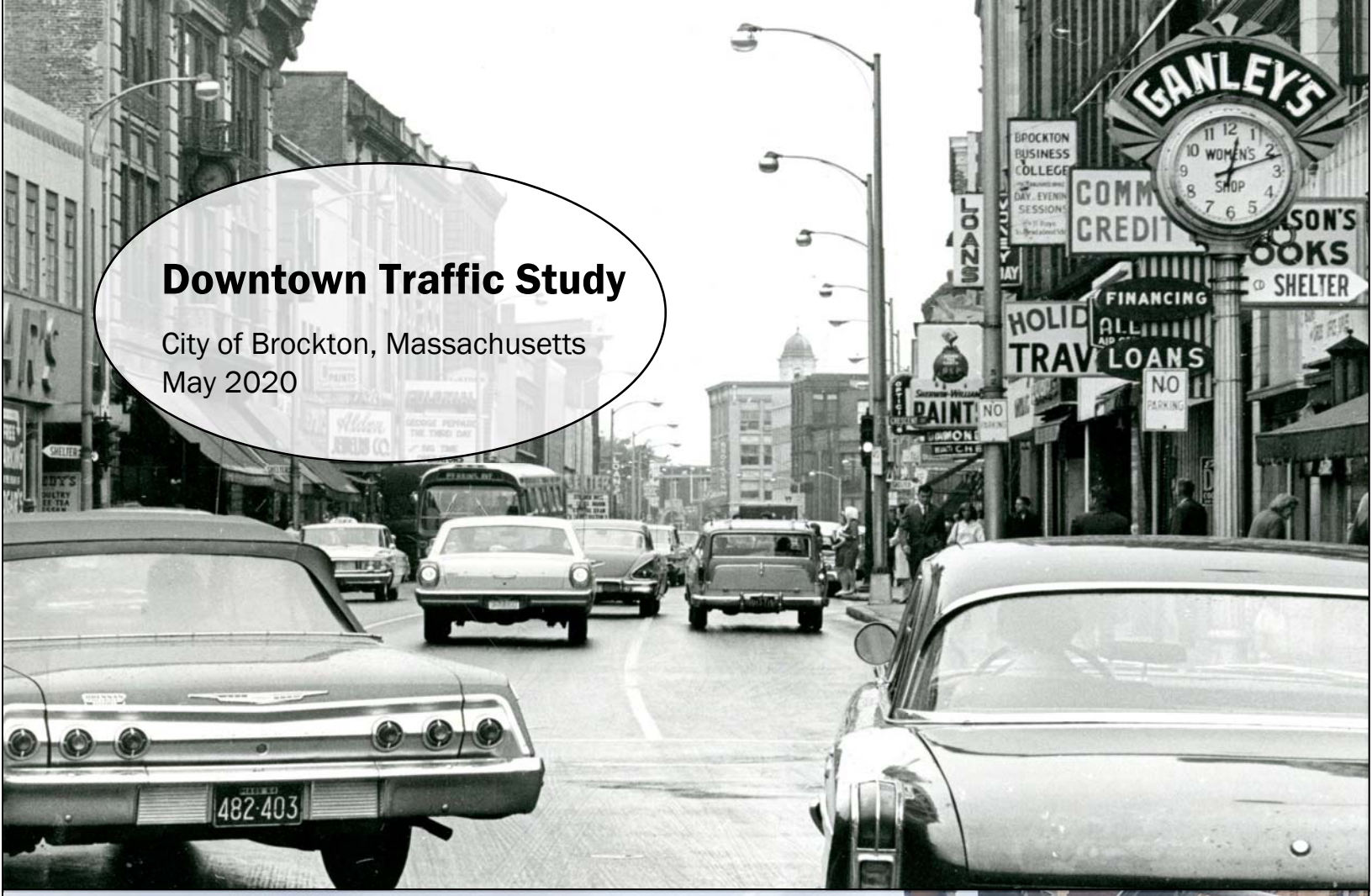

Downtown Traffic Study

City of Brockton, Massachusetts
May 2020

Prepared for:

City of Brockton
Department of Planning and Economic Development
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City of Brockton

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Executive Summary

For several decades, the City of Brockton has been seeking to reintroduce two-way traffic circulation by converting several major one-way corridors to two-way in the Downtown area. Previous studies have been conducted that outline proposed modifications to the existing transportation network. This Study serves as an updated analysis of the 1999 and 2007 Downtown Brockton Traffic Studies, aiming to recommend the implementation of an optimal two-way street network, while additionally proposing improved transit, bicycle, and pedestrian facilities. Contained in this report are an analysis of the existing conditions of the downtown network using present day traffic volume data, and an analysis of the recommended two-way street network, taking into consideration increased traffic volumes due to background growth and potential traffic-generating future developments.

The study area consists of approximately 0.12 square miles, located in downtown Brockton, roughly contained by Spring Street and Court Street to the north, Warren Avenue to the west, Belmont Street and Crescent Street to the south, and Commercial Street to the east. Many of the streets in the Downtown area currently serve one-way traffic, most notably the north/south pair of Main Street and Warren Avenue. Several east/west streets currently serve one-way operations as well.

An extensive data collection process was undertaken to gather existing traffic volumes, existing roadway conditions, and historical intersection crash records. BSC was also contracted in a separate study to perform an extensive survey of the Downtown area to determine available right-of-way for each street. This survey work has been completed, and layout plans have been prepared for the streets.

Several alternatives were considered for the two-way street network modifications, while alternatives were also considered for the design of individual Downtown roadways. The proposed two-way conversion alternative aligns with the recommendations provided in the 1999 and 2007 Downtown Traffic Studies, where Main Street and Warren Avenue will be converted to serve north/south traffic, while several one-way east/west streets will also be converted to serve two-way traffic, including West Elm Street, Belmont Street, Spring Street, and Petronelli Way. Three design alternatives were considered for Main Street and Legion Parkway, which took into consideration varying on-street parking configurations and pedestrian improvements. The proposed Main Street design improves pedestrian and bicycle infrastructure and removes the majority of on-street parking, while the proposed Legion Parkway design retains almost all existing parking and also improves infrastructure for pedestrians and bicyclists.

To perform a thorough traffic analysis, existing traffic volumes were projected to a 20-year planning horizon to account for future background growth. Furthermore, data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual was used to estimate anticipated trip generation resulting from proposed future downtown developments. Future traffic volumes were distributed across the proposed roadway network based on distribution methods used in the 2007 Traffic Study and trends in the 2018 existing volume data. A traffic model was developed for the proposed two-way system, which revealed that study area intersections will operate at acceptable levels of service during the morning and evening peak hour traffic periods.

The proposed Downtown improvements are recommended to be completed in three phases, beginning with the two-way conversion and roadway modifications of Main Street, West Elm Street, Belmont Street, Spring Street, and Legion Parkway. Improvements to intersections of Warren Avenue with West Elm Street, Belmont Street, Spring Street, and Legion Parkway should be included in Phase 1 as well. Further, Warren Avenue improvements are recommended to be completed in Phase 2, followed by the additional improvements in Phase 3. Project cost estimates have been broken down for each phase. The estimated total

cost of the project completion is 38 million dollars, including roadway reconstruction, utility upgrades, traffic signal improvements, and streetscape enhancements.

The proposed two-way conversion project will involve updated traffic signals with pedestrian timings and adaptive signal technology to improve traffic operations, emergency vehicle pre-emption, and BAT bus transit priority, as well as provisions for protected bike lanes, where possible. The major infrastructure upgrades, supported by the latest technology, will result in improved public safety for all users and will contribute towards the revitalization of the Downtown area for years to come. Based on the findings of this Study, it is recommended that the proposed two-way street system be implemented in Downtown Brockton.

1 Introduction

In 1974, the City of Brockton implemented a street network consisting of one-way streets in the Downtown area. The goal of the one-way network was to minimize congestion by getting vehicles through the area quickly and efficiently. While the one-way network achieved this goal, it also encouraged higher vehicle speeds, raising the potential for more crashes. Driver confusion navigating the one-way street network in some cases led to drivers avoiding Downtown altogether, adversely affecting retail operations in the area. Today, cities have begun to strive towards creating a network of "Complete Streets" in urban areas, that promote pedestrian and bicycle travel as much or more so than vehicular travel. Complete Streets improve safety for all users and supports retail expansion. While excessive congestion is not ideal, many urban planners view a slightly congested Downtown area as a sign of a healthy urban environment and increased interaction with Downtown businesses. Incorporating a two-way network with facilities for biking, walking, and public transit will ultimately have a positive effect on the ongoing revitalization efforts on the Downtown area.

1.1. Project Background

The City of Brockton has been seeking to modify the Downtown area street network to accommodate more two-way travel for several decades, and previous studies have been prepared to support proposed changes to the existing network. BSC has prepared this report as an updated analysis of the 1999 and 2007 Downtown Brockton Traffic Studies. These studies have identified an optimal two-way street network conversion. The goal of this Study is to provide recommendations for the implementation of this two-way street network, develop a new Downtown traffic model using updated traffic and other relevant data, and propose conceptual designs of Downtown roadways using Complete Streets principles to propose improved transit, bicycle, and pedestrian facilities.

Contained in this report are an analysis of the existing conditions of the Downtown network using present day traffic volume data, and an analysis of the recommended two-way street network, taking into consideration increased traffic volumes due to background growth and potential trips generated by future developments.

The current roadway network consists of a system of one-way and two-way roadways, creating many circuitous travel routes throughout Downtown Brockton. This study proposes to convert several of the one-way streets into two-way streets, creating more direct routes to distribute traffic through Downtown Brockton and to/from points within the Downtown. There are also minimal bicycle facilities within the Downtown area. In line with current MassDOT requirements, the Study recommends separated bike lanes where feasible, as well as an expansion of the bicycle network in Downtown Brockton. The bicycle lanes will consist of physically separated and protected lanes or marked lanes adjacent to vehicular travel, depending upon right-of-way and on-street parking constraints. Where bike lanes are not provided, shared lane markings, sharrows, will be proposed.

The Study also considers future development throughout Brockton. There are numerous planned developments in the City center including the addition of residential units, retail and office space, and structured parking that will accommodate the future needs of the area.

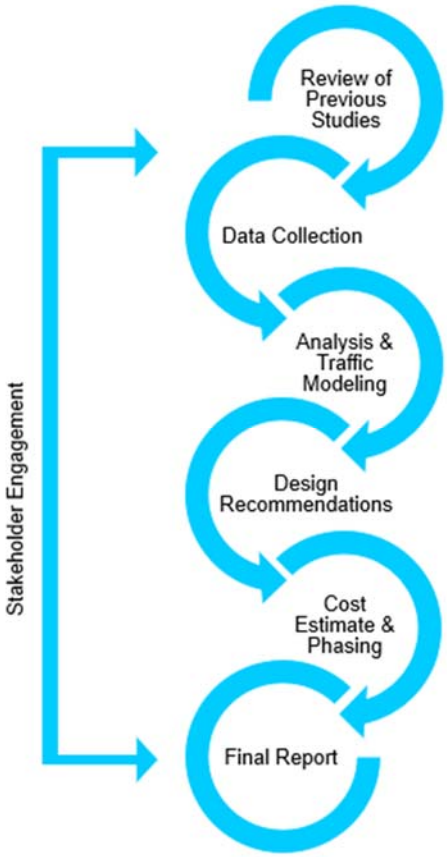
1.2. Study Process

Review of Previous Downtown Traffic Studies

This Downtown Traffic Study began by reviewing previous iterations of Brockton Downtown Traffic Studies conducted in 1999[1] and 2007[2]. These studies explored the feasibility of reintroducing two-way operations to the Downtown. The original 1999 report concluded that returning to a two-way street network is desirable to provide better access to Downtown businesses while maintaining an acceptable level of service through the Downtown. The 2007 study provided an updated analysis and confirmed the findings of the previous report.

Stakeholder Engagement

Several groups of stakeholders were consulted during the course of the Study, all of whom provided input and that was included in the final report and recommendations. Stakeholders were met with individually, as well as in group settings, in which BSC presented the project status and received important feedback and comments which were considered in the design of protected bike lanes, pedestrian space, on-street parking, bus stop locations, and more.



A project kick-off meeting with stakeholders was held in September 2018, followed by project update meetings in January, April, and May of 2019. A public meeting was conducted in September of 2019, in which residents were given the chance to express their thoughts about the project. Numerous meetings were also held with individual stakeholder groups included in the list presented below.

- City of Brockton (COB)
  - COB Planning Department (Lead Agency)
  - COB Engineers
  - COB Ward Councilors & Representatives
- Old Colony Planning Council (OCPC)
- Massachusetts Department of Transportation (MassDOT)
- Brockton Area Transit (BAT)
- Brockton Police Department
- Brockton Fire Department
- Brockton Parking Authority
- Metro South Chamber of Commerce
- ADA Community
- Local Business Owners and Brockton Residents

Data Collection

In tandem with stakeholder engagement, a thorough data collection process was carried out, which included gathering the following:

[1] *Brockton Central Area Traffic Study*, Old Colony Planning Council & Rizzo Associates, Inc. July 1999.
[2] *Downtown Brockton Traffic Study Update*, Parsons Brinckerhoff. October 2007.

- Traffic volume data, including intersection vehicle turning movement counts and pedestrian and bicycle volumes
- Field measurements and observations of traffic operations
- Intersection crash history
- Survey work to establish roadway right-of-way*

*BSC was contracted by the City of Brockton in a parallel effort to establish the right-of-way of each roadway in the study area. The exact study area was determined based on previous studies and discussions with OCPC and the City.

Analysis & Traffic Modelling

Upon the completion of the data collection process, a traffic model was constructed to analyze peak hour traffic patterns under several conditions, including present/future years and existing/proposed circulation. The results of the analysis and simulations were presented to stakeholders and revised to incorporate their feedback.

Design Recommendations

Results from the traffic modelling process and input from the various groups of stakeholders informed the proposed Downtown traffic circulation and conceptual design. These recommendations are discussed at length in Section 3.4 of this report.

Cost Estimate & Phasing

A sequence of phasing was established to implement the proposed two-way conversion, taking into account traffic impacts, safety, and cost. A cost estimate broken down by each phase has been provided.

2 Existing Conditions

2.1. Study Area Overview

The Downtown Brockton study area, shown in Figure 1, consists of approximately 0.12 square miles and nearly 5 linear miles of roadway, and is roughly bounded by Spring Street and Court Street to the north, Warren Avenue to the west, Belmont Street and Crescent Street to the south, and Commercial Street to the east.

Many of the streets in the study area currently serve one-way traffic. The most notable of these one-way streets are Warren Avenue in the southbound direction and Main Street in the northbound direction. There are several pairs of one-way streets serving eastbound/westbound traffic through the study area, including Belmont Street and Crescent Street (two lanes eastbound) and School Street and Frederick Douglass Avenue (two lanes westbound). West Elm Street serves one lane eastbound. Additionally, Petronelli Way and Green Street serve one lane of westbound traffic, and Franklin Street serves one lane of eastbound traffic.

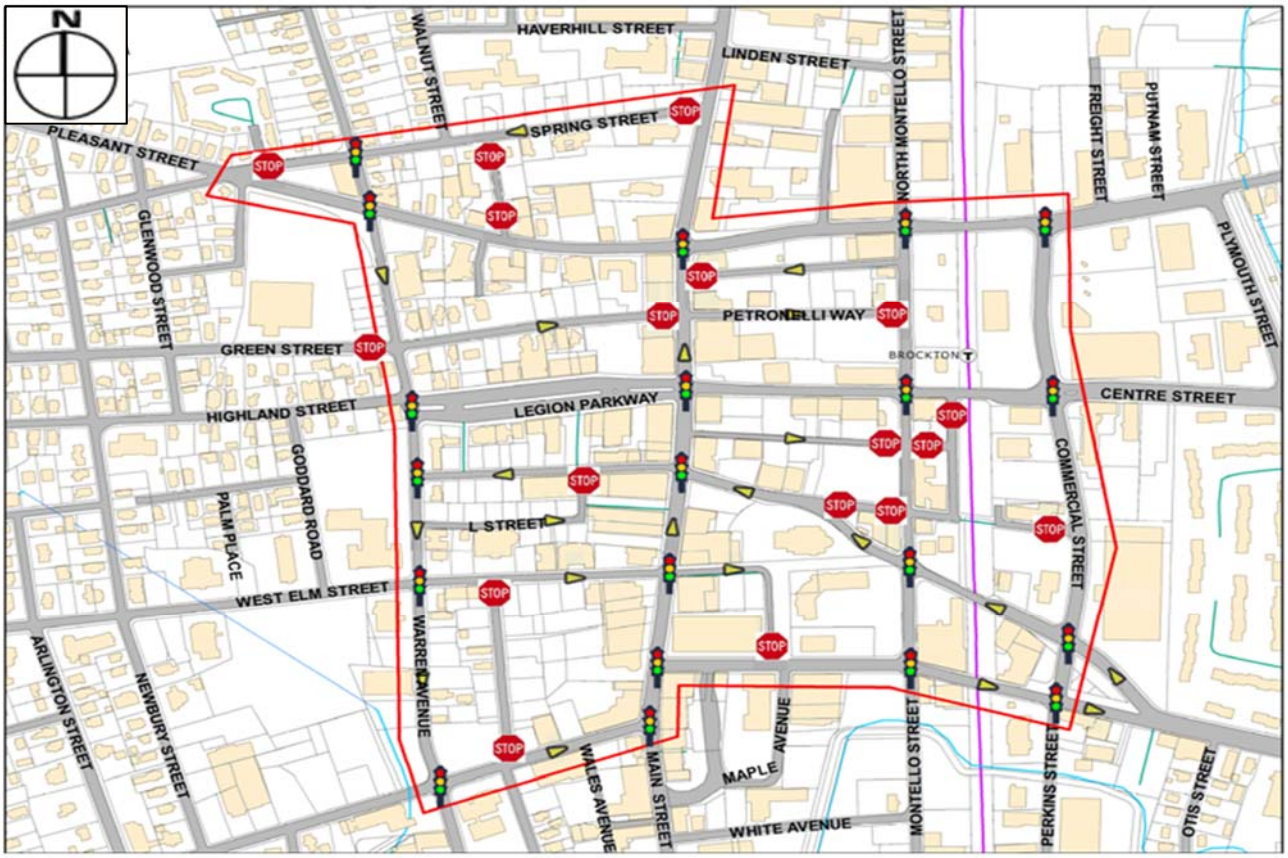


Figure 1: Downtown Study Area

Public transit in the Downtown area is provided by the Massachusetts Bay Transit Authority (MBTA) and the Brockton Area Transit (BAT) bus system. The MBTA commuter rail runs north/south through the study area, creating four railroad arch bridge underpasses on Court Street, Centre Street, School Street, and Crescent Street. The Crescent Street underpass is 15.5 feet at its highest point while the other three underpasses provide 14 feet or less in clearance, impinging on circulation and truck access. The undersides of these arch bridges bear marks from vehicle strikes due to the low clearance. The BAT bus system has

many stops within the Downtown area and is an important mode of transportation for many Brockton residents. Due to the existing one-way system, buses are routed through the Downtown in a circuitous manner.

2.2. Existing Roadway Conditions

Field measurements and observations were made to develop an understanding of the existing roadway configurations. Several key roads within the study area are discussed below. A complete inventory of the characteristics of the existing streets in the study area is presented in Table 1.

Main Street

Main Street was analyzed between Belmont Street and Pleasant Street. This section of Main Street consists of two northbound travel lanes, a northbound bike lane, and on-street parking along both curbs. There are exclusive right-turn lanes at Main Street's intersections with Crescent Street, Centre Street, and Court Street. The curb-to-curb width of Main Street varies in the study area between 43 and 50 feet, with available right-of-way space ranging from 58 to 70 feet. Sidewalks of varying widths are available for pedestrians along both sides of the street. The sidewalks feature street lights, planted trees, and furniture such as benches. Main Street is the center of the Downtown area, as well as a primary emergency response corridor.

Warren Avenue

Warren Avenue between Spring Street and Belmont Street consists of two southbound travel lanes. There are exclusive right-turn lanes at Warren Avenue's intersections with West Elm Street and Belmont Street. There are no existing bike facilities or on-street parking. The curb-to-curb width along Warren Avenue in the study area varies between 26 and 34 feet, while the right-of-way ranges between 41 and 50 feet. Sidewalks are present on both sides of the road, generally between 7 to 8 feet wide.

West Elm Street

West Elm Street between Warren Avenue and Main Street consists of one eastbound lane and on-street parking on the south side of the street. There is a dedicated left-turn lane and a through lane at the intersection with Main Street. The curb-to-curb width along West Elm Street is 26 to 27 feet while the right-of-way is 42 feet Sidewalks are available on both sides of the street, between 8 to 9 feet in width.

Spring Street

Spring Street operates as a westbound one-way street between Main Street and Pleasant Street. On-street parking is permitted on the south side of the street between Main Street and Warren Avenue. Curb-to-curb width varies from 26 to 28 feet. Seven-foot sidewalks exist on both sides of the street.

Belmont Street

Belmont Street, designated as State Route 123, was analyzed between Warren Avenue and Main Street. The existing roadway consists of two eastbound lanes and on-street parking on the north side of the street. At its intersection with Main Street, Belmont Street has two left-turn lanes and a right-turn lane. Curb-to-curb width varies from 37 to 39 feet while the right-of-way is 50 feet. Both sides of the street consist of 6 to 7 foot wide sidewalks.

Legion Parkway

Legion Parkway runs between Warren Avenue and Main Street. Eastbound and westbound lanes are separated by a central median, and 4 rows of angle parking are available along both outside curbs and both sides of the median. Travel lanes are approximately 20 feet wide and the overall right-of-way varies from 105 to 145 feet. Fifteen-foot wide sidewalks are available on both sides of the street.

Table 1: Downtown Brockton Streets Existing Conditions

Street Name	Right-of-Way Width (feet)	Curb-to-Curb Width Range (feet)	No. of Lanes & Travel Direction	Bike Facilities?	On-Street Parking?
Warren Avenue	41.25 – 50	26 – 34	2 SB	None	None
Main Street	58 – 70	43 – 50	2 NB	NB 5’ bike lane	Both sides
Montello Street	41.25 – 53	26 – 35	1 NB, 1 SB	None	None
Commercial Street	60	42 – 76	1 NB, 1 SB	None	East side
Spring Street	N/A	26 – 28	1 WB	None	South side
Pleasant Street	57	32 – 40	1 EB, 1 WB	None	None
Court Street	50 – 60	39 – 45	2 EB, 2 WB	None	None
Green Street	42	27 – 28	1 EB	None	South side
Petronelli Way	40	25 – 26	1 EB	None	South side
Legion Parkway	105 – 145	77 – 116	1 EB, 1 WB	None	Angle – Outside curbs and along median
Centre Street	50 – 70	33 – 45	1 EB, 1 WB	EB and WB 5’ bike lanes	None
Frederick Douglass Avenue	40	24 – 25	2 WB	None	North side (1 block only)
School Street	41.25 – 60	33 – 36	2 WB	None	South side
Lincoln Street	41.25	26 – 27	1 EB, 1 WB	None	South side
West Elm Street	42	26 – 27	1 EB	None	South side
VFW Parkway	41.25 – 85	19 – 20	1 EB	None	None
Crescent Street	50 – 60	34 – 40 (West of Commercial) 62 – 65 (East of Commercial)	1 EB, 1 WB (West of Montello) 2 EB (East of Montello	None	South side
Belmont Street	50	37 – 39	2 EB	None	North side

2.3. Study Area Intersections

The study area for the traffic impact analysis includes the following intersections throughout Downtown Brockton:

- Pleasant Street at Spring Street
- Warren Avenue at
  - Spring Street
  - Pleasant Street
  - Green Street
  - Highland Street & Legion Parkway
  - Frederick Douglass Avenue
  - West Elm Street
  - Belmont Street
- Main Street at
  - Spring Street
  - Pleasant Street & Court Street
  - Franklin Street
  - Green Street & Petronelli Way
  - Legion Parkway & Centre Street
  - Frederick Douglass Avenue & School Street
  - West Elm Street & VFW Parkway
  - Crescent Street
  - Belmont Street
- Montello Street at
  - Court Street
  - Franklin Street
  - Petronelli Way
  - Centre Street
  - Lincoln Street
  - School Street
  - Crescent Street
- Commercial Street
  - Court Street
  - Centre Street
  - School Street
  - Perkins Street & Crescent Street

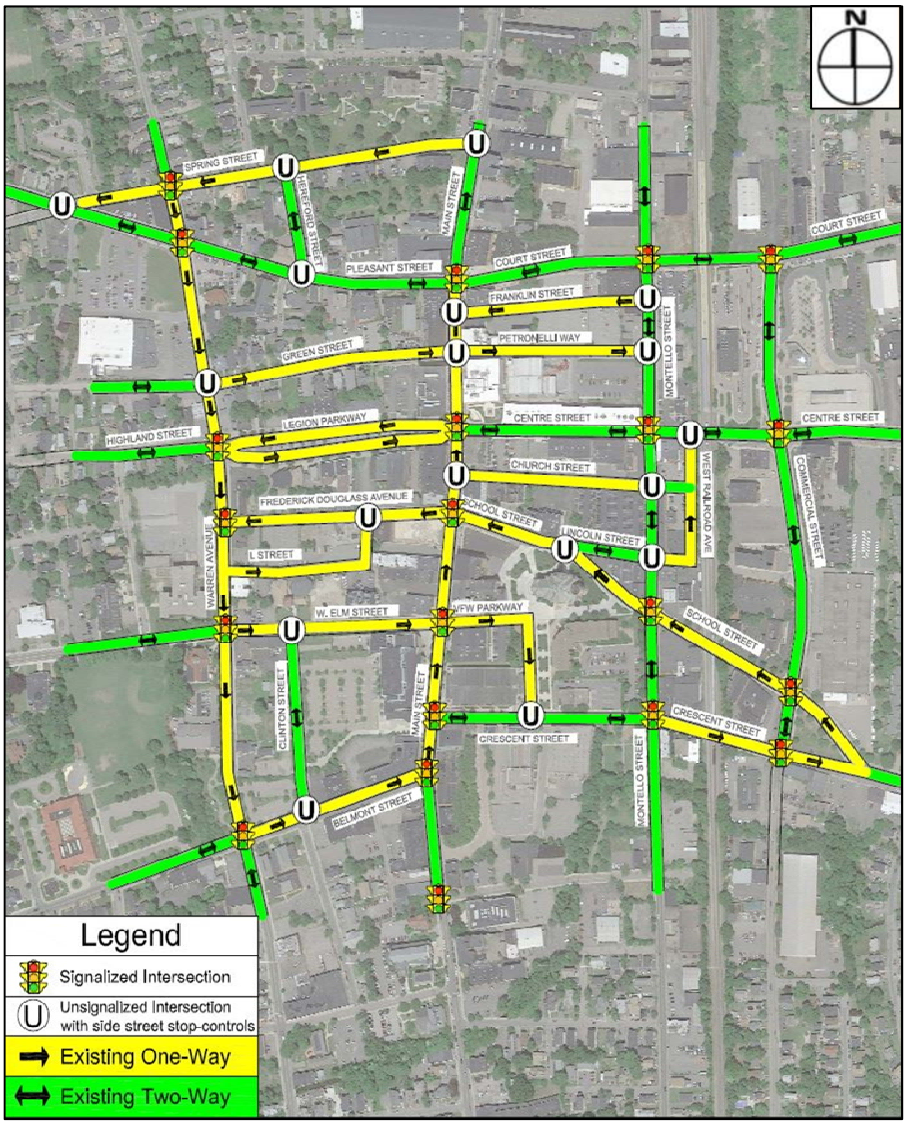


Figure 2: Existing Downtown Circulation and Intersection Controls

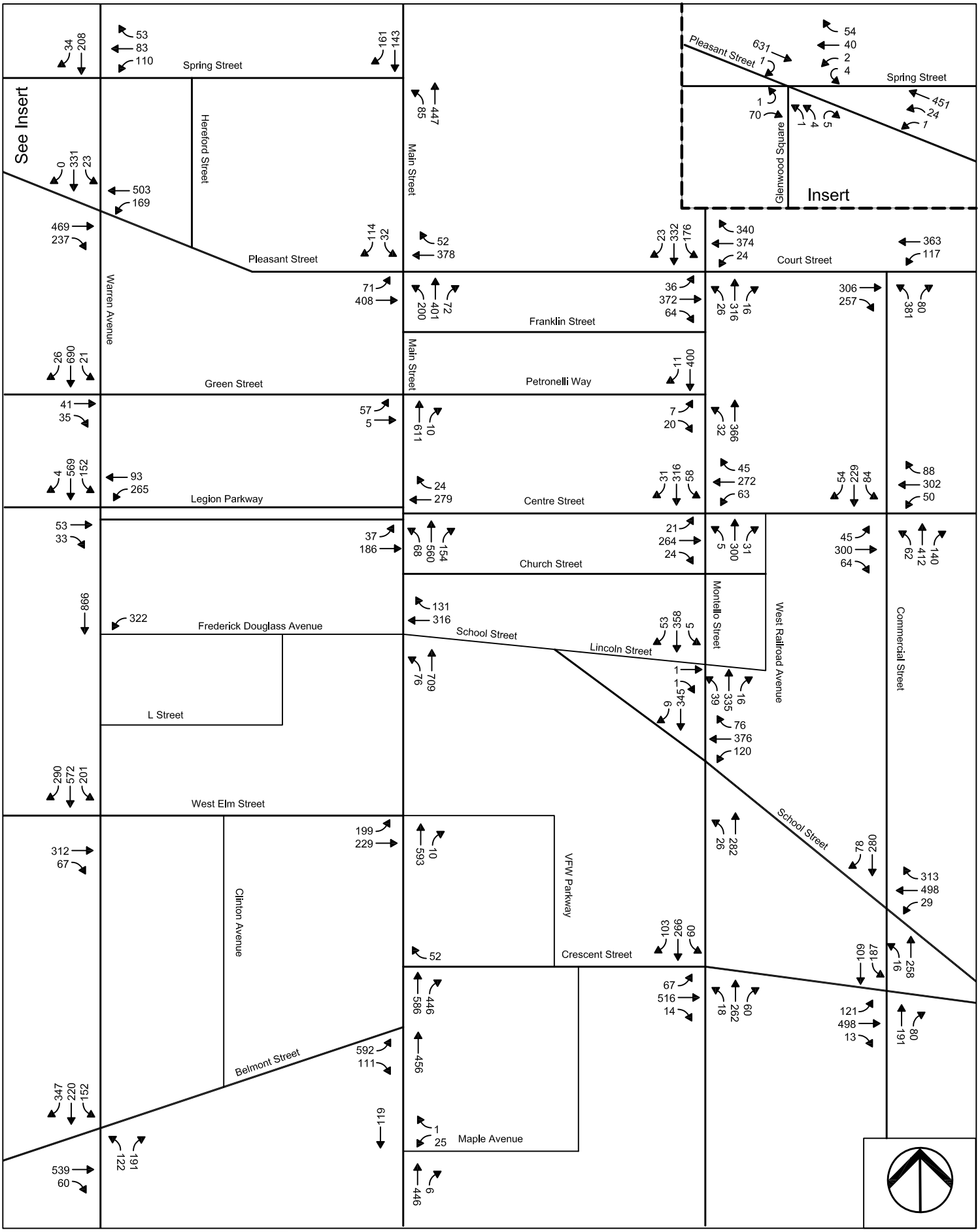
The existing traffic controls and lane usage throughout the study area are shown in Figure 2.

2.4. Existing Traffic Conditions

Existing traffic volume data were collected to establish a baseline condition for traffic conditions throughout the study area. The following summarizes the data collection efforts conducted as part of this Study.

2.4.1. Manual Turning Movement Counts

Manual turning movement counts (TMCs) were conducted at 20 intersections within the study area, chosen in conjunction with OCPC and the City, in October 2018 and March 2019 during the weekday morning (7:00 – 9:00 AM) and weekday evening (4:00 – 6:00 PM) peak periods. Traffic counts that were conducted in 2017 by OCPC were used for remaining study area intersections. The 2017 TMC volumes were found to be higher in some cases than the 2018 volumes, so no adjustments were made to the 2017 volumes. The existing weekday morning and evening peak hour turning movement volumes are presented in Figure 3 and Figure 4. The detailed TMC data is provided in the Appendix.



2018 Weekday Morning Peak Hour Traffic Volumes - Existing Geometry
Downtown Traffic Study
Brockton, MA

Figure 3

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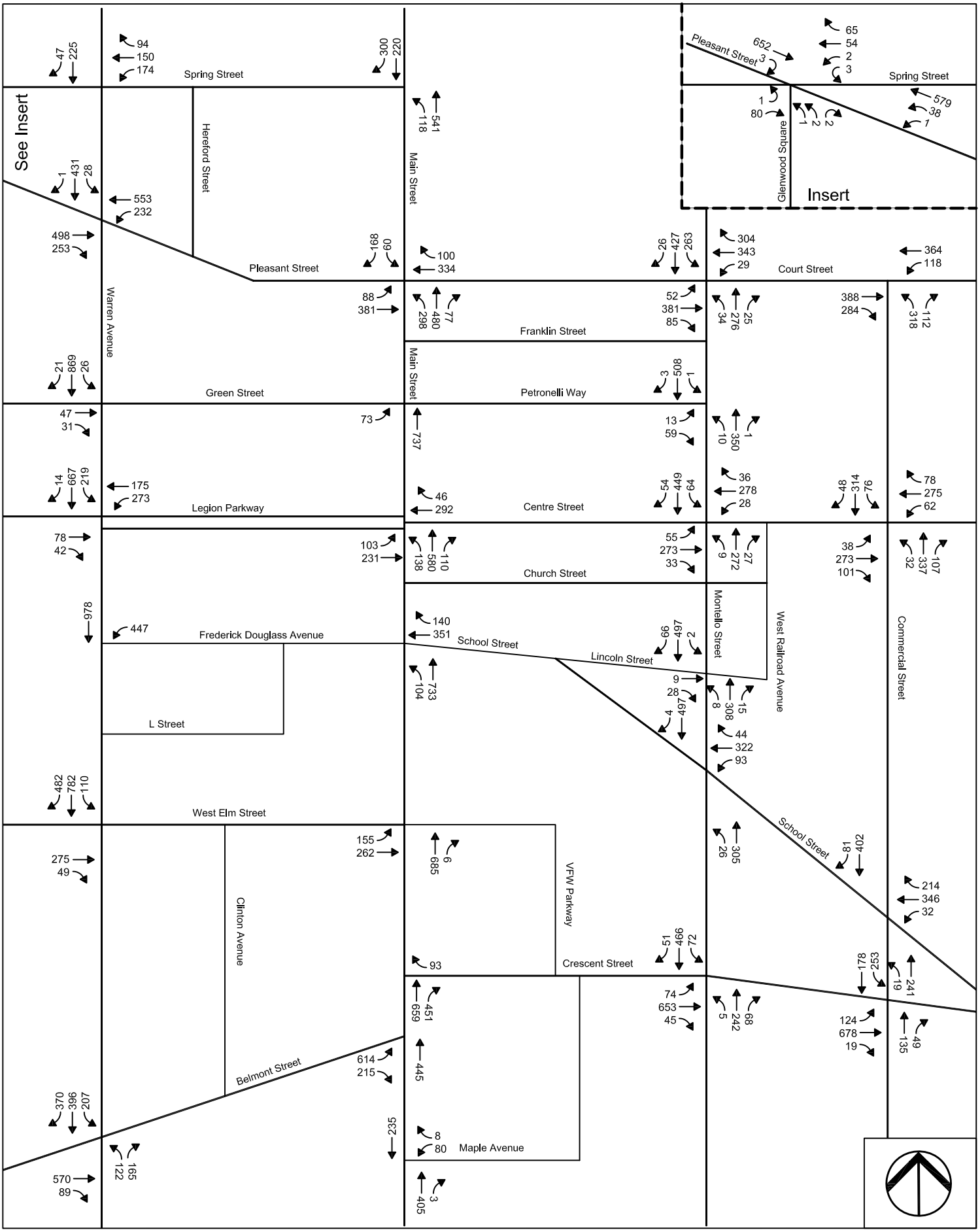

2018 Weekday Evening Peak Hour Traffic Volumes - Existing Geometry
Downtown Traffic Study
Brockton, MA

Figure 4

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2.4.2. Automatic Traffic Recorder Counts

In addition to the TMCs, automatic traffic recorders (ATRs) were placed at several locations within the study area. The ATRs collected data over a two-day period from Wednesday October 3 to Thursday October 4, 2018. The summary of the ATR data is presented in Table 2. The detailed traffic data is provided in the Appendix.

Table 2: Automatic Traffic Recorder (ATR) Data Summary

	Warren Ave, north of W. Elm St	Main St, between Green St & Legion Pkwy	Main St, south of Crescent St	Centre St, west of Montello St	Belmont St, west of Main St	Crescent St, west of Otis St
Weekday Daily Volume[1]	12,701	8,152	11,427	7,564	7,945	19,012
Weekday Morning Peak Hour						
Volume[2]	861	555	795	541	518	1,488
K Factor[3]	0.07	0.07	0.07	0.07	0.07	0.08
Weekday Evening Peak Hour						
Volume	971	531	748	541	549	1,567
K Factor	0.08	0.07	0.07	0.07	0.07	0.08

1 vehicles per day
2 vehicles per hour
3 percentage of daily trips that occur during the peak hour

As seen in Table 2, the highest traffic volumes measured occurred on Crescent Street, Warren Avenue, and Main Street south of Crescent Street. Volumes decrease further north along Main Street (decreasing from 11,427 to 8,152 daily).

K factors provide an indication of how much traffic occurs during the peak hour periods along the roadways where data were collected. The data shows that between 7-8% of the daily volumes along these roadways were recorded during both the AM and PM peak hours.

2.5. Motor Vehicle Crash Data

Motor vehicle crash data were obtained for all study area intersections from the Brockton Police Department (BPD) and MassDOT crash records for the years 2014 - 2018. The current MassDOT average crash rate for unsignalized intersections in District 5 (the MassDOT district in which Brockton is located) is 0.57 and the average crash rate for signalized intersections is 0.75. Table 3 presents the motor vehicle crash data for the years 2014 - 2018. This data is also summarized in Figure 5. Collision diagrams have been developed based on the BPD crash reports to show the spatial distribution of crashes at each study area intersection. These diagrams are presented in the Appendix.

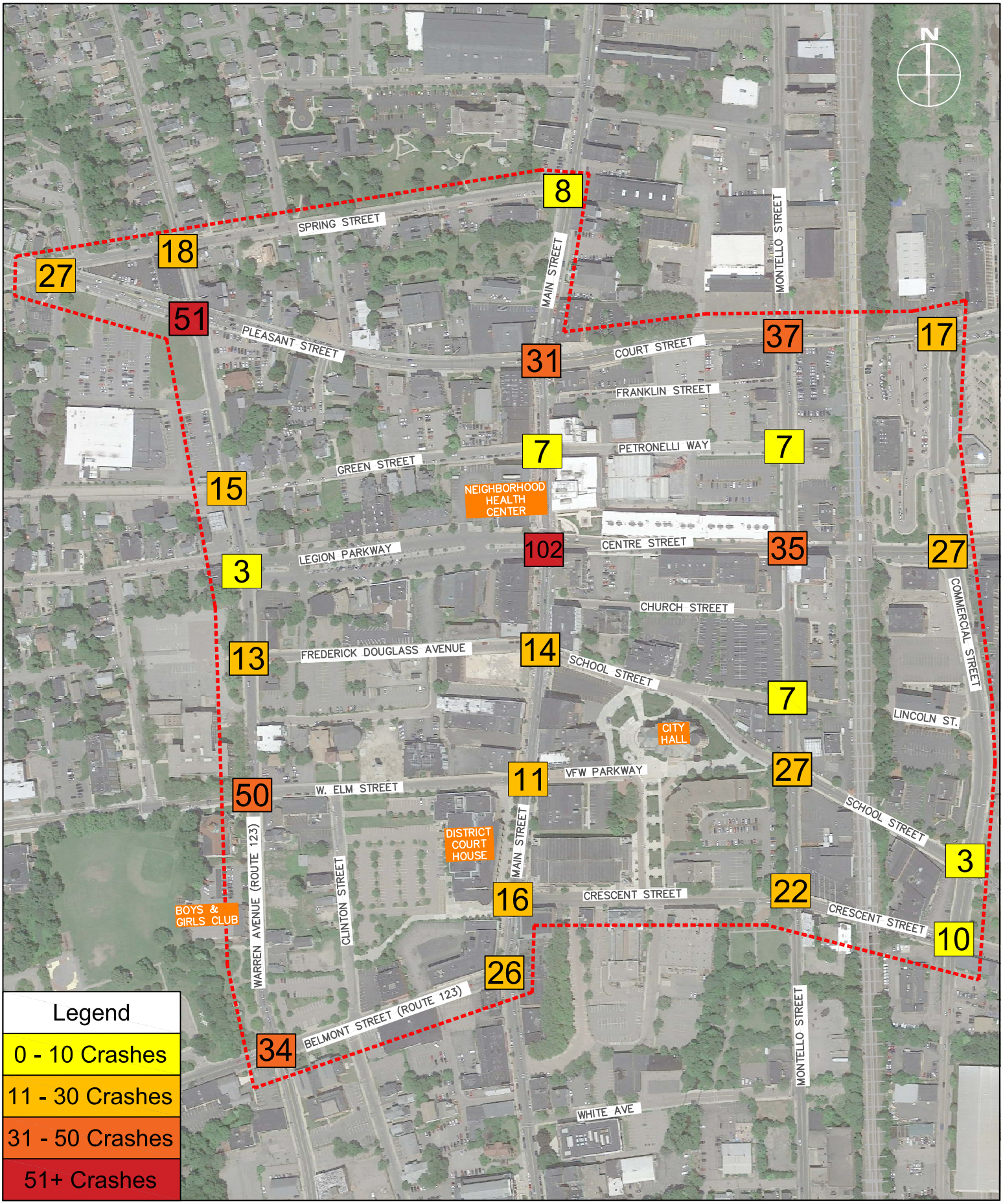
Table 3: Motor Vehicle Crash Summary

Intersection	Number of Crashes	Yearly Average	Signalized (S) or Unsignalized (U)	Crash Rate	Predominant Crash Type
Pleasant St @ Spring St	27	5.4	U	0.90	Angle: 10
Warren Ave @ Spring St	18	3.6	S	1.29	Angle: 9
Warren Ave @ Pleasant St*	51	10.2	S	1.26	Angle: 23
Warren Ave @ Green St	15	3.0	U	0.74	Angle: 8
Warren Ave @ Legion Pkwy	3	0.6	S	0.10	N/A
Warren Ave @ F Douglass Ave	13	2.6	S	0.45	Angle: 8
Warren Ave @ West Elm St*	50	10.0	S	1.45	Angle: 30
Warren Ave @ Belmont St	34	6.8	S	0.92	Rear-end: 15
Main St @ Spring St	8	1.6	U	0.33	Angle: 4
Main St @ Pleasant St / Court St*	31	6.2	S	0.77	Rear-end: 13
Main St @ Franklin St	3	0.6	U	N/A	N/A
Main St @ Green St / Petronelli Way	7	1.4	U	0.43	Rear-end: 3
Main St @ Legion Pkwy / Centre St*	102	20.4	S	3.42	Angle: 59
Main St @ F Douglass Ave / School St	14	2.8	S	0.52	Angle: 7
Main St @ West Elm St / VFW Pkwy	11	2.2	S	0.49	Angle: 3 Sideswipe: 3
Main St @ Crescent St	16	3.2	S	0.66	Rear-end: 8
Main St @ Belmont St	26	5.2	S	1.01	Rear-end: 14
Belmont St @ Clinton St	12	2.4	U	N/A	Angle: 8
Montello St @ Court St*	37	7.4	S	0.81	Angle: 22
Montello St @ Petronelli Way	7	1.4	U	0.37	Angle: 3
Montello St @ Centre St	35	7.0	S	1.16	Angle: 16
Montello St @ Lincoln St	7	1.4	U	0.37	Angle: 2
Montello St @ School St	27	5.4	S	1.03	Angle: 16
Montello St @ Crescent St	22	4.4	S	0.65	Rear-end: 10
Commercial St @ Court St	17	3.4	S	0.53	Rear-end: 9
Commercial St @ Centre St	27	5.4	S	0.76	Angle: 17
Commercial St @ School St	3	0.6	S	0.11	N/A
Commercial St @ Crescent St	10	2.0	S	0.34	Angle: 7
Total	**583**	**116.6**			

*Top 200 Massachusetts crash intersection – based on available data from MassDOT between 2014-2016

Several observations can be made from the intersection crash history data in Table 3.

- The intersection of Main Street, Legion Parkway, and Centre Street experienced the most crashes over the five-year period, averaging approximately 20 per year.
    - Northbound motorists often misinterpreted the overhead traffic signals two blocks ahead at the intersection of Main Street and Pleasant Street for the traffic signals at this intersection, resulting in ignored red lights from poorly placed post-mounted traffic signals.
    - The crash rate at this intersection is 3.42 crashes per million vehicles entering the intersection, greatly exceeding the District 5 average of 0.75 for signalized intersections.
    - One fatal collision involving a pedestrian was reported in front of the Neighborhood Health Center.
- Angle collisions were the most predominant type of crashes.
- Nine signalized intersections exceeded the District 5 average crash rate of 0.75.
- Two unsignalized intersections, Pleasant Street at Spring Street and Warren Avenue at Green Street, exceed the District 5 average crash rate of 0.57.



Downtown Vehicle Crashes 2014 - 2018
Downtown Traffic Study
Brockton, MA

Figure 5

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2.6. Existing Pedestrian and Bicycle Facilities

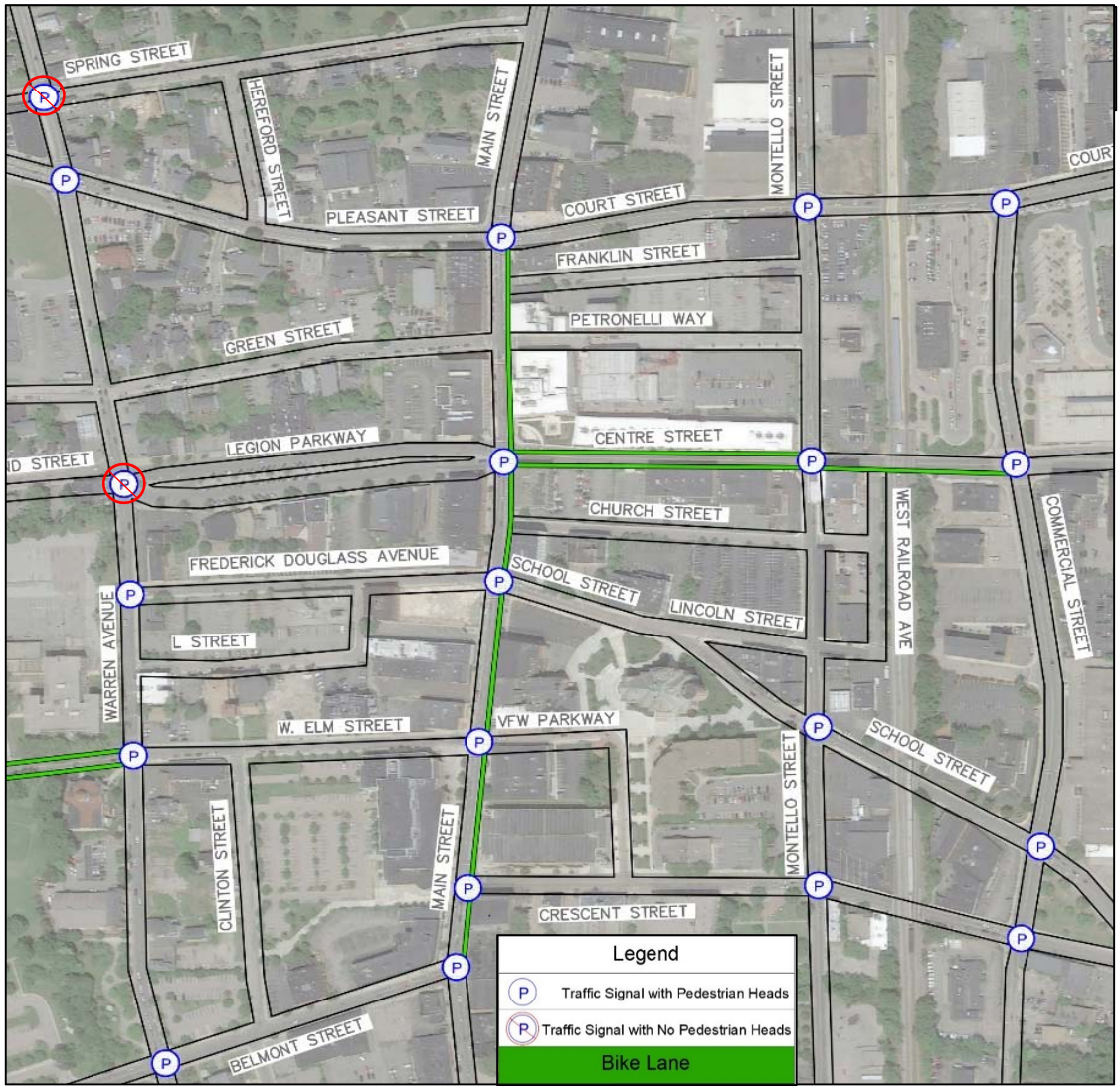


Figure 6: Existing Bicycle and Pedestrian Facilities

Sidewalks are provided along all streets within the study area and are generally in fair to good condition. Several sections of sidewalk were identified as being subpar due to deterioration or insufficient width. Pedestrian crossings are available at all intersections in the Downtown area, along with pedestrian access ramps, although some do not meet current ADA standards. Pedestrian signals are provided although the majority do not include Accessible Pedestrian Signals (APS) with visual countdowns. Midblock crossings, such as the crosswalk on School Street in front of City Hall, would benefit from Rectangular Rapid Flash Beacons (RRFB's) to improve pedestrian safety. The intersection of Warren Avenue and Legion Parkway is one intersection where pedestrian signals are not provided, leaving pedestrians to cross long distances without a designated phase.

There is a limited number of existing bike lanes in the Downtown area. A northbound bike lane on Main Street is provided from Belmont Street to Pleasant Street. East and westbound bike lanes are provided on Centre Street between Main Street and Montello Street. Existing bike lanes are also present on West Elm Street to the west of Warren Avenue, extending out of the study area. The existing pedestrian and bicycle facilities are shown in Figure 6.

2.7. Existing Transit Facilities

Figure 7: Existing BAT Bus Routes

Downtown Brockton is served by the Brockton Area Transit Authority (BAT) and the Massachusetts Bay Transportation Authority (MBTA). The BAT operates several bus routes that travel through Downtown Brockton, with stops throughout the area. The BAT Centre serves as the Downtown terminus of the Brockton-based bus routes and is located along Commercial Street between Centre Street and Court Street.

The Middleborough/Lakeville line of the MBTA's Commuter Rail system has a stop in Downtown Brockton along Commercial Street between Centre Street and Court Street. The Commuter Rail line provides inbound access to South Station in Boston to the north and outbound access to Middleborough to the south. In the summer, the Cape Flyer train travels from Boston to Hyannis, and makes a stop in Brockton. The existing public transportation facilities in Downtown Brockton are shown on Figure 7.

3 Future Conditions

Traffic volumes in the study area were projected to the year 2038, which reflects a 20-year traffic planning horizon. The methodology for estimating future traffic growth considers two components: general background traffic growth that may be affected by changes in demographics or population trends and specific traffic growth that accounts for planned or proposed developments that can affect the traffic patterns throughout Downtown Brockton. The planning horizon considers all potential traffic growth to ensure that roadway and intersection modifications and upgrades are consistent with the future needs of the transportation infrastructure.

3.1. Background Traffic Growth

To account for potential traffic growth throughout Downtown Brockton, a one percent per year annual traffic growth rate was applied to the existing conditions traffic volumes to develop the 2038 future conditions, based on discussions with Old Colony Planning Council. The one percent per year annual growth rate reflects a conservatively high projection for analytical purposes.

3.2. Site Specific Growth

In addition to the general background growth, the future conditions consider traffic volumes expected to be generated by proposed or planned projects throughout Downtown Brockton. Specific information related to proposed projects was obtained from the Brockton Urban Revitalization Plan (URP) Report[3] and from discussions with City of Brockton officials. Expected traffic volumes from planned and proposed projects throughout Downtown Brockton were estimated using data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Table 4 shows the proposed projects that were considered in establishing the future traffic volumes. A map of the project locations is shown in Figure 8. Table 5 shows the total number of trips expected to be generated by the proposed projects in Downtown Brockton. The City is also considering the relocation of the fire and police departments to Warren Avenue opposite Legion Parkway. Associated trips are already in the network.

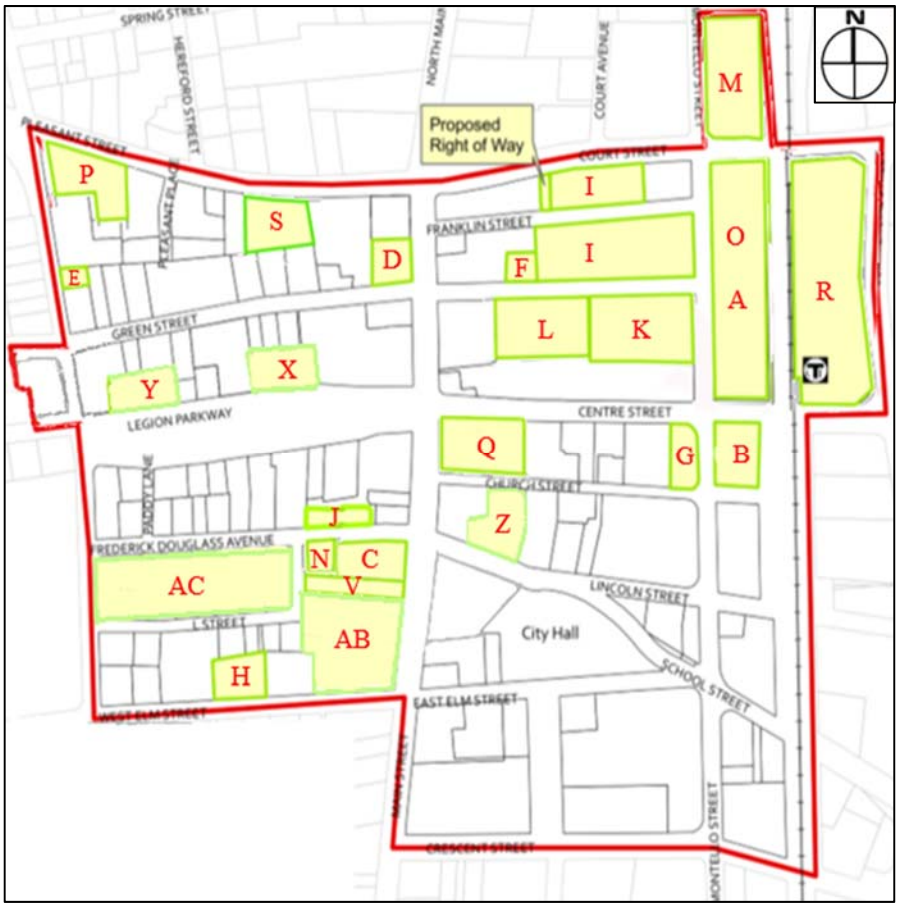


Figure 8: Study Area Future Developments

[3] *Downtown Brockton Urban Revitalization Plan*, A.G. Jennings, LLC and Stantec. May 2016.

Table 4: Proposed Developments in Downtown Brockton

Map Location[1]	Project	Location	Size and Land Use
B	Furniture building rehabilitation	93 Centre Street	60 residential units/3,821 sf retail
C	Kresge building acquisition and rehabilitation	121 Main Street	50 residential units
D	First Parish building renovation	19 Main Street	20 residential units
F	Petronelli Gym rehabilitation	28 Petronelli Way	20 residential units
G	Convenience store acquisition and redevelopment	95 Montello Street	2,000 sf retail/24,000 sf office
H	Office building acquisition	47 West Elm Street	45 residential units
I	Petronelli Way mixed-use development	Northwest corner of Petronelli Way and Montello Street	203 residential units/3,000 sf retail
J	Restaurant incubator	11-15 Frederick Douglass Avenue	3,125 sf retail
K	Enterprise Block Phase 2	Between Petronelli Way and Centre Street	102 residential units
L	Municipal Parking Garage	East side of Enterprise Phase 2	400 parking spaces
M	Pharmacy	Corner of Montello Street and Court Street	1,400 sf retail
N	Hotel Grayson renovation	28 Frederick Douglass Avenue	20 residential units
O	Montello Street mixed-use development	Between Centre Street and Court Street	230 residential units/9,000 sf retail
P	Warren Ave./Pleasant St. vacant parcels	Warren Avenue and Pleasant Street intersection	20 residential units
Q	Shawmut Bank renovation	90 Main Street	6,500 sf retail/48,000 sf office
R	Police Station relocation	7 Commercial Street	155 residential units/9,000 sf retail
S	Fire Station relocation	42-52 Pleasant Street	20 residential units
V	Vacant infill lot	121-137 Main Street	11,000 sf retail
X	Redevelopment of fire destroyed building	63 Legion Parkway	4,600 sf retail
Y	Legion Parkway parcel redevelopment	111 Legion Parkway	40 residential units/7,500 sf retail
Z	School Street parcel redevelopment	26 School Street	40 residential units
AB	Main Street parcel redevelopment	137-157 Main Street	170 residential units
AC	F. Douglass Avenue/ Warren Avenue block development	Entire block	100 residential units New 400 space garage

[1] Location on Figure 8

Table 5: Trip Generation – Downtown Brockton Projects

	Daily Trips	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
1,300 residential units[1]	7,083	122	346	468	349	223	572
70,000 sf retail[2]	4,717	41	25	66	201	216	417
80,000 sf office[3]	855	88	14	102	15	77	92
Total	12,655	251	385	636	565	516	1,081

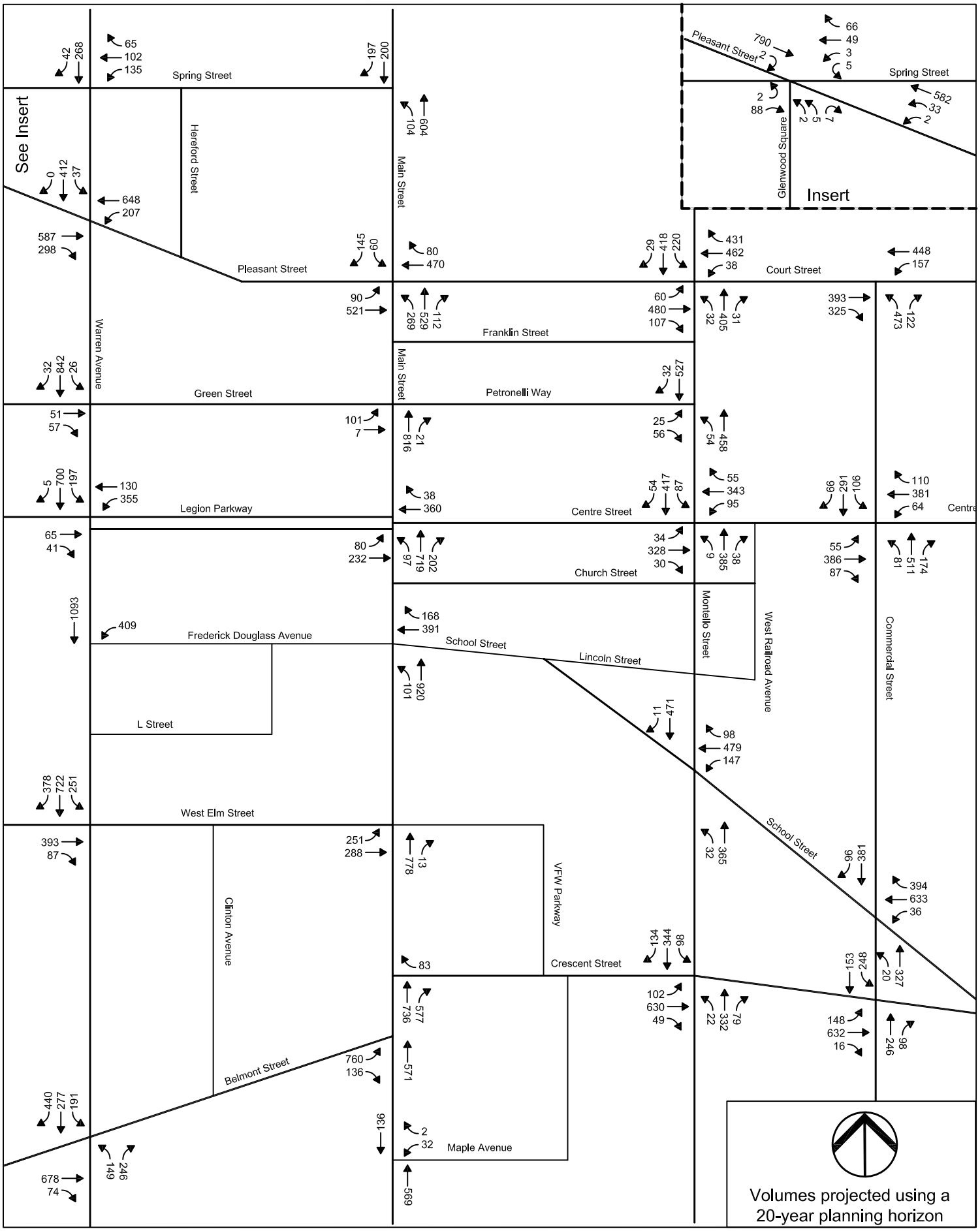
[1] Based on ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)
[2] Based on ITE Land Use Code 820 – Shopping Center
[3] Based on ITE Land Use Code 710 – General Office Building

As seen in Table 5, the proposed developments are projected to generate 636 new trips during the weekday AM peak hour and 1,081 trips during the weekday PM peak hour. The trip generation estimates shown in Table 5 were distributed across the existing one-way and proposed two-way street networks based on existing traffic patterns and the locations of the proposed projects in the Downtown Brockton area. The locations of existing and proposed parking garages and lots were also taken into consideration for developing trip distribution patterns. It must be noted that the trip estimates are conservative, as no shared or multi-purpose trips are accounted for.

3.3. Future Traffic Volumes – Existing Roadway Network

The one-percent per year annual growth rate and the estimated traffic volumes from the projects listed in Table 4 were added to the 2018 existing condition traffic volumes to develop the 2038 future volumes, which are presented in Figures 9 and 10 for the weekday morning and evening peak hours, respectively. The traffic volumes shown in these figures represent a future condition without any modifications or changes to the existing roadway network and vehicular circulation throughout Downtown Brockton.

A discussion of the proposed roadway reconfiguration and circulation changes and the impacts to traffic patterns is provided in the next section.



2038 Weekday Morning Peak Hour Traffic Volumes - Existing Geometry
Downtown Traffic Study
Brockton, MA

Figure 9

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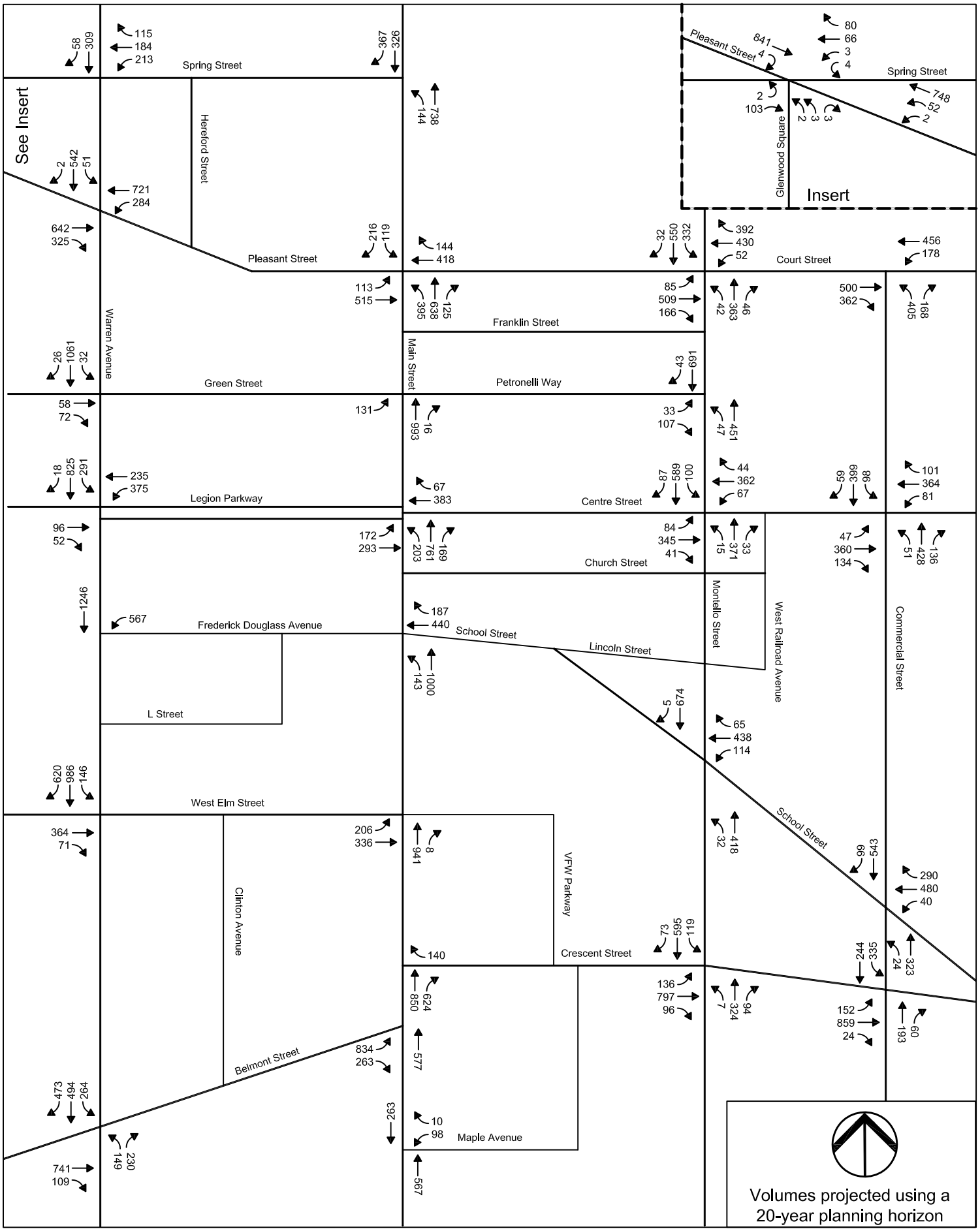

2038 Weekday Evening Peak Hour Traffic Volumes - Existing Geometry
Downtown Traffic Study
Brockton, MA

Figure 10

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3.4. Proposed Design

The objective of the project is to convert several streets in Downtown Brockton from one-way to two-way operations and provide a bicycle and pedestrian network throughout the area. The project will incorporate Complete Streets principles throughout the Downtown Brockton area by providing an increase in bicycle lanes and enhanced pedestrian facilities while improving vehicular circulation and access to adjacent properties. The proposed design underwent several iterations, as feedback from the City and stakeholders led to fine-tuning and modifications. The proposed plan is described in the following sections.

3.4.1. Alternatives Considered

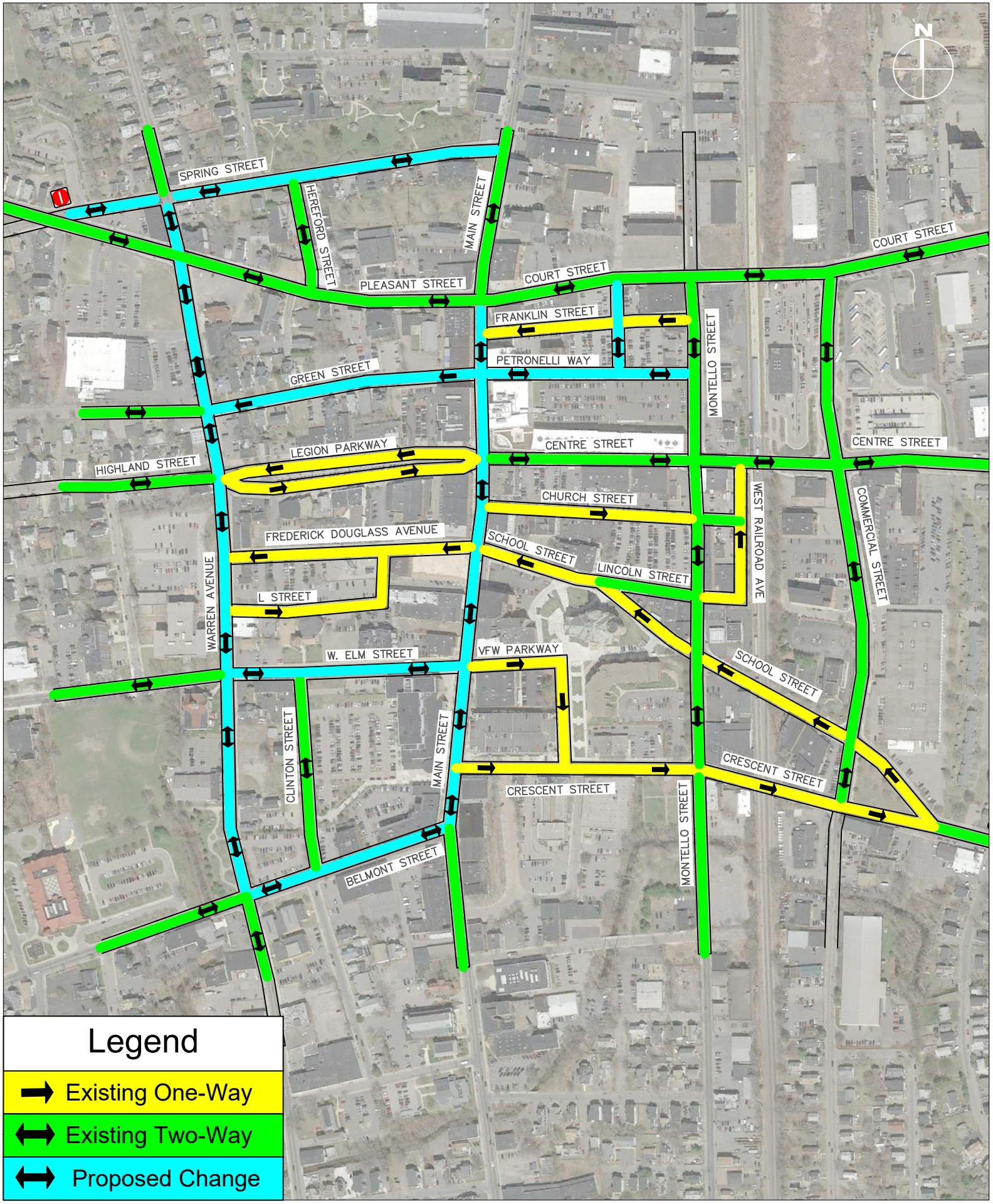
Downtown Circulation Alternatives

Previous Downtown Traffic Studies conducted in 1999 and 2007 identified and recommended a preferred circulation alternative. These studies analyzed traffic conditions for the following alternatives:

- No-Build: Maintain existing traffic circulation.
- One-Way Alternative: Convert Main Street to two-way traffic and convert Montello Street to one-way northbound. This alternative was not considered in this Study, as it was eliminated from consideration in the previous 2007 Downtown Traffic Study.
- Two-Way preferred alternative: Convert Main Street and Warren Avenue to two-way traffic, along with several other streets described below.

The preferred future street network alternative, shown in Figure 11, includes the following changes to vehicular circulation patterns:

- Main Street: two-way between Belmont Street and Pleasant Street
- Warren Avenue: two-way between Belmont Street and Spring Street
- Belmont Street: two-way between Warren Avenue and Main Street
- West Elm Street: two-way between Warren Avenue and Main Street
- Spring Street: two-way between Warren Avenue and Main Street
- Petronelli Way: two-way between Main Street and Montello Street
- Green Street: One-way westbound between Warren Avenue and Main Street
- As part of a separate project, a new north/south street will be constructed between Petronelli Way and Court Street



Proposed Downtown Circulation
Downtown Traffic Study
Brockton, MA

Figure 11

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Main Street Design Considerations

Three alternatives, described below, were considered for the conceptual design of Main Street between Belmont Street and Pleasant Street. These alternatives balance varying levels of on-street parking availability with provisions for pedestrians and bicyclists. Other design considerations such as existing traffic patterns and future traffic analysis were factored into the development of the preferred alternative.

- Alternative 1: Maintain on-street parking where possible, except for bus stops and turning lanes.
- Alternative 2: Chicane parking design, where parking is available on one side of the street, alternating mid-block. Widened sidewalks are provided along certain blocks.
- Alternative 3: (Preferred) On-street parking is removed and sidewalks are widened along most blocks. Pedestrian amenities are significantly enhanced. Shown in Figure 12 below.

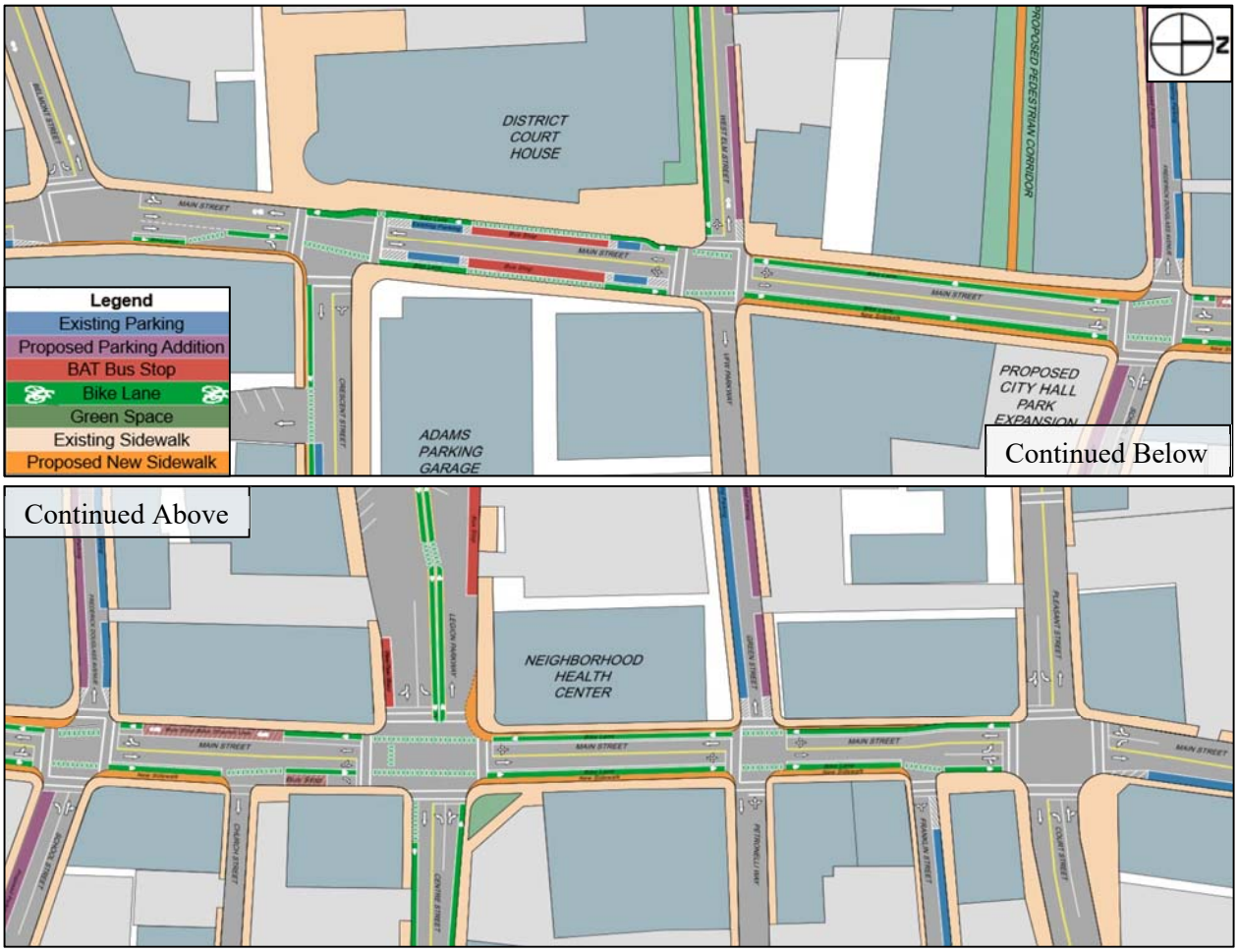


Figure 12: Proposed Main Street Concept Plan

Shown in Figure 12, the preferred two-way design of Main Street provides raised northbound and southbound protected bike lane from Belmont Street to Pleasant Street and Court Street. The bike lanes are protected from the travel lanes with a raised 2-foot minimum buffer. Significant increases to sidewalk space are proposed along nearly every block of Main Street. A bump-out area is proposed in front of the Neighborhood Health Center. The majority of the existing street parking is removed, with several spots remaining near the District Court House. The losses to on-street parking will be offset by additions to on-street parking near Main Street, and existing and proposed off-street parking facilities, discussed later in this report. Figures for the conceptual design of Alternatives 1 and 2 are contained in the Appendix.

Figure 13: Proposed Main Street Concept Plan – West Elm Street / VFW Parkway to F. Douglass Avenue / School Street

Figure 13 displays a close-up view and cross section of a block along Main Street. The existing parking spaces along this block are proposed to be removed, and sidewalk space is increased on each side of the street by 3 to 8 feet. Buffered 5-foot wide bike lanes are provided in each direction. The proposed 11-foot travel lanes are consistent along the Main Street corridor and provide sufficient room for BAT buses and emergency vehicles. As seen in Figure 13, an expansion to City Hall Park and a midblock pedestrian corridor are also proposed, which will further improve the pedestrian experience, and attract more foot-traffic to Main Street. While on-street parking directly on Main Street will be removed, increased parking in the Downtown and enhanced pedestrian infrastructure will encourage shoppers to visit local businesses.

Main Street Concept: Looking North from School Street

Legion Parkway Design Alternatives

Three alternatives were considered for the design of Legion Parkway, described below:

- Alternative 1: Maintain all existing parking and install bike lanes along center median.
- Alternative 2 (Preferred): Install two mid-block curb bump-outs and pedestrian crossings, and install bike lanes along center median. Shown in Figure 14.
- Alternative 3: Remove angled parking along center median, widen sidewalks, and install bike lanes along the outside curbs.

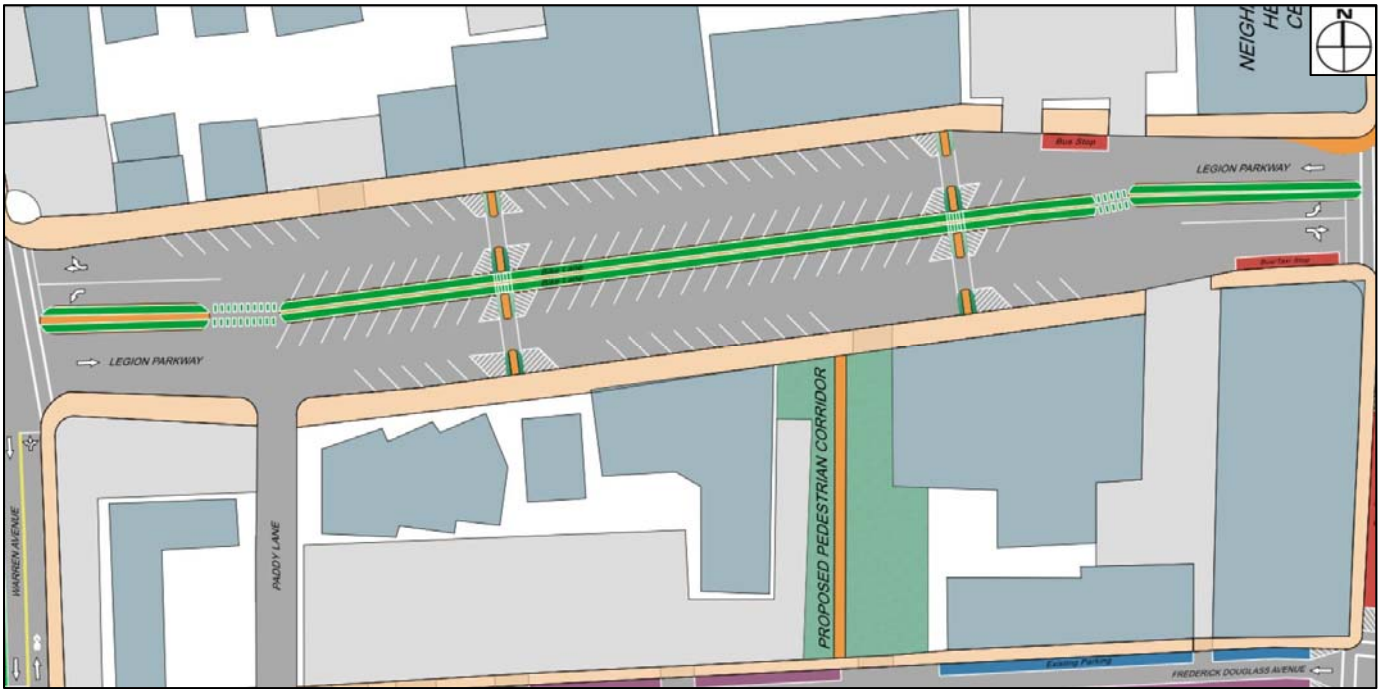


Figure 14: Proposed Legion Parkway Concept Plan

The preferred design of Legion Parkway maintains nearly all the existing parking spots, while making bicycle and pedestrian infrastructure improvements. The proposed midblock crossings would improve the visibility of pedestrians as they wait to cross Legion Parkway, while protected bicycle facilities along the center median allow bicyclists to travel without the concern of cars backing up into them out of parking spots.

Legion Parkway Concept: Looking East from Warren Avenue

The preferred Legion Parkway design also modifies the central median layout by narrowing the median opening at the eastern end of Legion Parkway to prevent left-turning vehicles from cutting across Legion Parkway out of the parking lot next to the Neighborhood Health Center. Additionally,

the median closest to Main Street also is proposed to be shifted north to provide better intersection alignment with Centre Street. The preferred alternative takes into account the wishes of stakeholders and the public to maintain as many parking spaces as possible, while also enhancing pedestrian and bicycle infrastructure.

3.4.2. Bicycle Facilities

The City of Brockton has adopted Complete Streets policies to improve pedestrian and bicycle infrastructure. As part of the conceptual Downtown design, an expansion of bicycle facilities throughout Downtown Brockton is proposed. As previously presented in the Existing Conditions sections of this report, the existing bicycle facilities throughout Downtown Brockton are primarily provided along Main Street and Centre Street, with little connectivity to other blocks within the Downtown and to other areas of the City. The proposed bicycle network, shown in Figure 15, aim to improve connectivity and safety for bicyclists in the Downtown area.

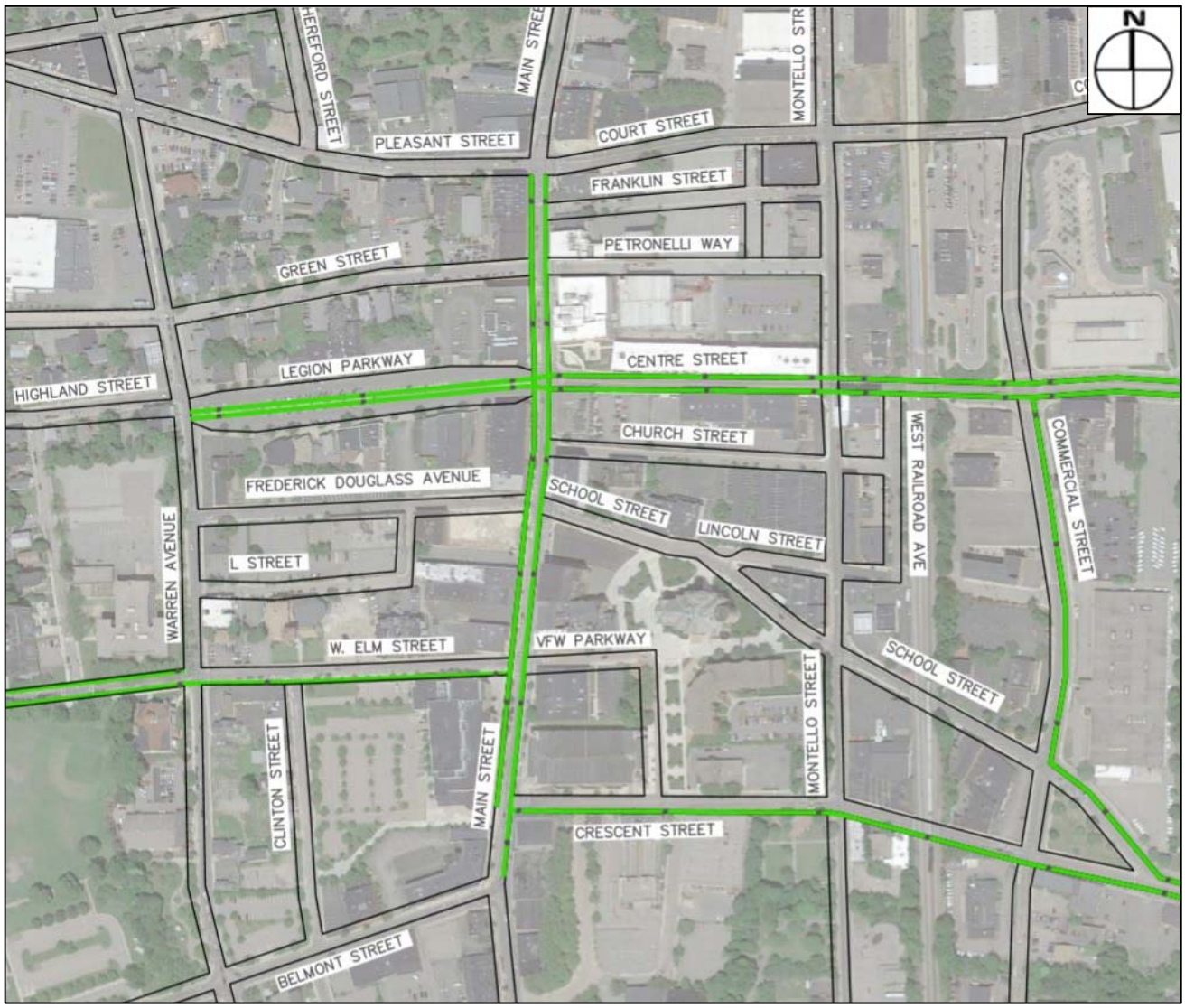


Figure 15: Proposed Bike Lane Network

To the extent possible, bicycle lanes will be raised and separated from vehicular traffic. Two-foot minimum buffers are proposed between parking lanes and bike lanes. The following is a list of the proposed bicycle facilities:

- Main Street northbound between Belmont Street and Pleasant Street
- Main Street southbound between Pleasant Street and Crescent Street
- West Elm Street eastbound between Warren Avenue and Main Street
- Legion Parkway (both directions) between Warren Avenue and Main Street
- Crescent Street eastbound between Main Street and Plymouth Street
- Commercial Street (both directions) between Centre Street and Crescent Street
- Centre Street (both directions) between Main Street and Hunt Street

3.4.3. Traffic Signal Improvements

The proposed design will include several traffic signal technology improvements including the implementation of signal pre-emption for emergency vehicles and transit signal priority for BAT buses. This will allow emergency response vehicles and buses to navigate through the Downtown area in an efficient and prioritized manner.

Adaptive traffic signal technology is also recommended to be implemented at all signalized intersections in the Downtown area. Adaptive traffic signals adjust signal timings and cycle lengths automatically based on traffic demand. Remote traffic monitoring and operation by the City will also be included. New traffic signal equipment including mast arms and properly placed overhead signals will be implemented at nearly all signalized intersections.

New phasing and traffic signal timings will be required for intersections where circulation patterns are changed and where additional lanes are proposed. The traffic signals will be coordinated throughout Downtown, as coordination of the signals along Main Street and Warren Avenue is critical to allow for efficient traffic flow in both directions, especially during the peak commuter periods.

Improvements to pedestrian signals are also proposed as part of this project. All pedestrian traffic signal equipment and curb ramps will be upgraded where necessary to conform with ADA requirements and include pedestrian signal countdowns. Leading pedestrian signal phases will be implemented where feasible.

3.4.4. Proposed Roadway Modifications

Several roadway and intersection modifications throughout Downtown Brockton are proposed and are listed below. All new turning movements created by the conversion of the one-way streets to two-way were evaluated to ensure that WB-50 trailer trucks (50-foot long trucks) can maneuver throughout the area. Turning movements were also evaluated for a BAT bus and a City of Brockton fire emergency vehicle.

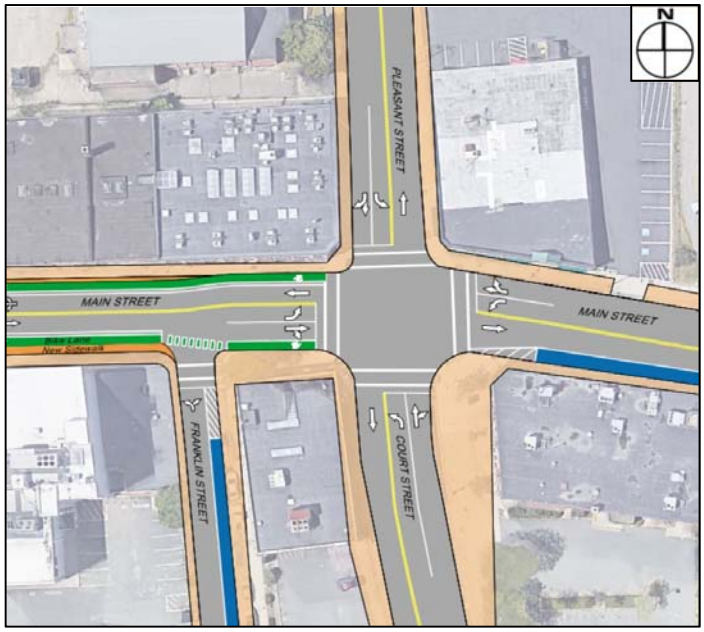


Figure 16: Main Street at Pleasant/Court Street Concept Plan

- **Pleasant Street at Spring Street & Glenwood Square**: While Spring Street will be converted to a two-way street, a movement from Pleasant Street onto Spring Street eastbound will still be prohibited. A curb bump-out will be installed to prevent vehicles from attempting this maneuver.

- **Main Street at Pleasant Street & Court Street**: The exclusive right-turn lanes on the northbound, southbound, and westbound approaches will be eliminated and exclusive left-turn lanes will be provided. This intersection is shown in Figure 16.

- **Main Street at Green Street & Petronelli Way**: Green Street will be reversed to serve westbound traffic and the eastbound approach will be eliminated.

- **Main Street at Legion Parkway & Centre Street**: The right-turn lanes will be eliminated along the northbound and westbound approaches. A left-turn lane will be installed along the westbound approach. A curb bump-out will be installed on the northwest corner of the intersection to provide for safer pedestrian crossings and a larger sidewalk area to serve the Neighborhood Health Center. The median along the Legion Parkway eastbound approach will be moved to the north to provide for better intersection alignment. Overhead mast arms and signals will be provided to improve signal visibility at this intersection.

- **Main Street at Frederick Douglass Avenue & School Street**: The right-turn lane will be eliminated from the westbound approach and a left-turn lane will be installed. The left-most paved area along the School Street westbound approach will be converted to on-street parking.

- **Main Street at West Elm Street & VFW Parkway**: The eastbound approach will be reduced to a single lane due to the two-way conversion of West Elm Street.

- **Main Street at Crescent Street**: The westbound approach will be moved north and the existing taxi stand lane along the north side of Crescent Street will be removed. Main Street southbound left-turns onto Crescent Street will be prohibited.

- **Main Street at Belmont Street**: The eastbound approach will consist of exclusive left-turn and right-turn lanes. Main Street northbound left-turns onto Belmont Street will be prohibited.

The proposed plan for Warren Avenue from Belmont Street to Spring Street is presented in Figure 17. The design proposes to maintain the southbound right-turn lanes at West Elm Street and Belmont Street. Vehicles often disrupt the flow of traffic by stopping to pick-up and drop-off children in the travel lane in front of the Boys & Girls Club. The City is in communication with the Boys & Girls Club to find a more suitable pick-up and drop-off location in the form of a potential driveway along West Elm Street. Specific intersections along Warren Avenue are further described below.

Figure 17: Warren Avenue Concept Plan

- **Warren Avenue at Spring Street**: Spring Street will be converted to two-way operations and all movements will be allowed at the intersection.
- **Warren Avenue at Pleasant Street**: A left-turn lane will be installed along Warren Avenue northbound. The roadway width will be expanded six feet on the east side to accommodate this lane, which requires a right-of-way land taking. This intersection is shown in Figure 18.
- **Warren Avenue at Green Street**: Green Street traffic will be reversed to serve the westbound direction and will add a single lane approach to this intersection.
- **Warren Avenue at Highland Street & Legion Parkway**: The island along Legion Parkway will be modified to provide better alignment at the

Figure 18: Warren Ave at Pleasant St Concept

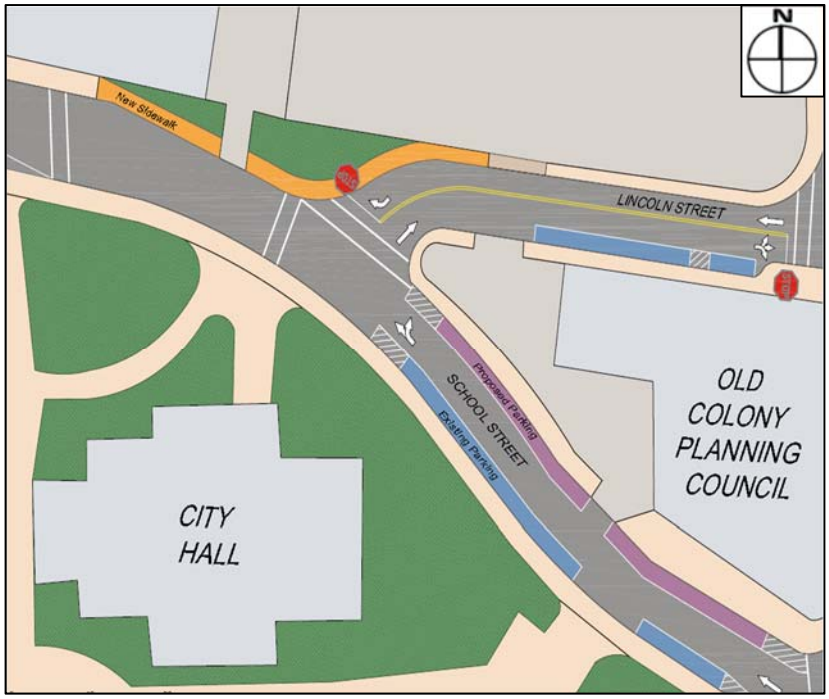


Figure 19: School Street at Lincoln Street Concept Plan

intersection. The City is currently exploring the feasibility of extending Legion Parkway to the west of Warren Avenue, and relocating the fire and police station to the area.

- **Warren Avenue at Frederick Douglass Avenue**: The Frederick Douglass Avenue westbound approach will be reconfigured to consist of one left-turn lane and one right-turn lane.
- **Warren Avenue at West Elm Street**: The two-way conversion of Warren Avenue and West Elm Street will add a northbound and westbound approach to this intersection.
- **Warren Avenue at Belmont Street**: The Belmont Street eastbound approach will consist of a left-turn only lane and a through/right-turn lane.

- **School Street at Lincoln Street**: This intersection will be reconstructed to create a T-style intersection, which will improve sight lines, and enhance pedestrian safety. Proposed improvements at this intersection are shown on Figure 19.
- **Montello Street at Court Street**: The westbound approach will consist of a through/left-turn lane and a right-turn lane. The sidewalk on the south side of Court Street is proposed to be widened from approximately 6 feet to 10 feet between Court Avenue and Montello Street to enhance pedestrian movements. As a result, the Court Street westbound approach will provide a right-turn and through/left lane and only one westbound receiving lane will be provided. This intersection is shown on Figure 20.
- **Montello Street at Crescent Street**: The right-turn lane at the southbound approach will be removed and a left-turn only lane will be installed.

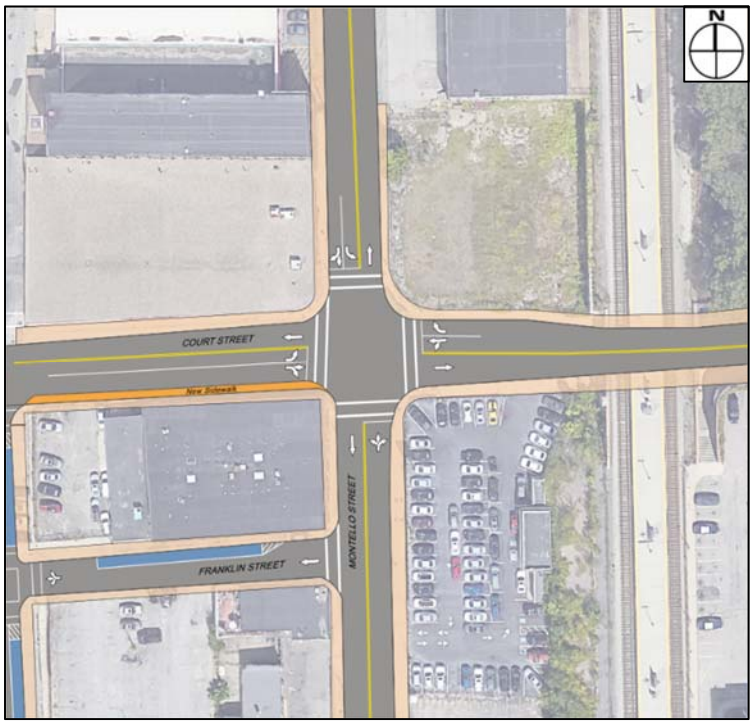


Figure 20: Montello Street at Court Street Concept Plan

Proposed conceptual designs for all Downtown roadway modifications can be found in the Appendix.

3.4.5. Public Transportation

Bus stop locations were also taken into consideration in the proposed roadway network design. BAT has proposed new bus stop locations along Main Street southbound and Warren Avenue northbound for the proposed two-way operations. Bus stops will be designed to facilitate safety, accessibility, and operations and will be incorporated in the detailed roadway design project.

3.4.6. Parking Impacts

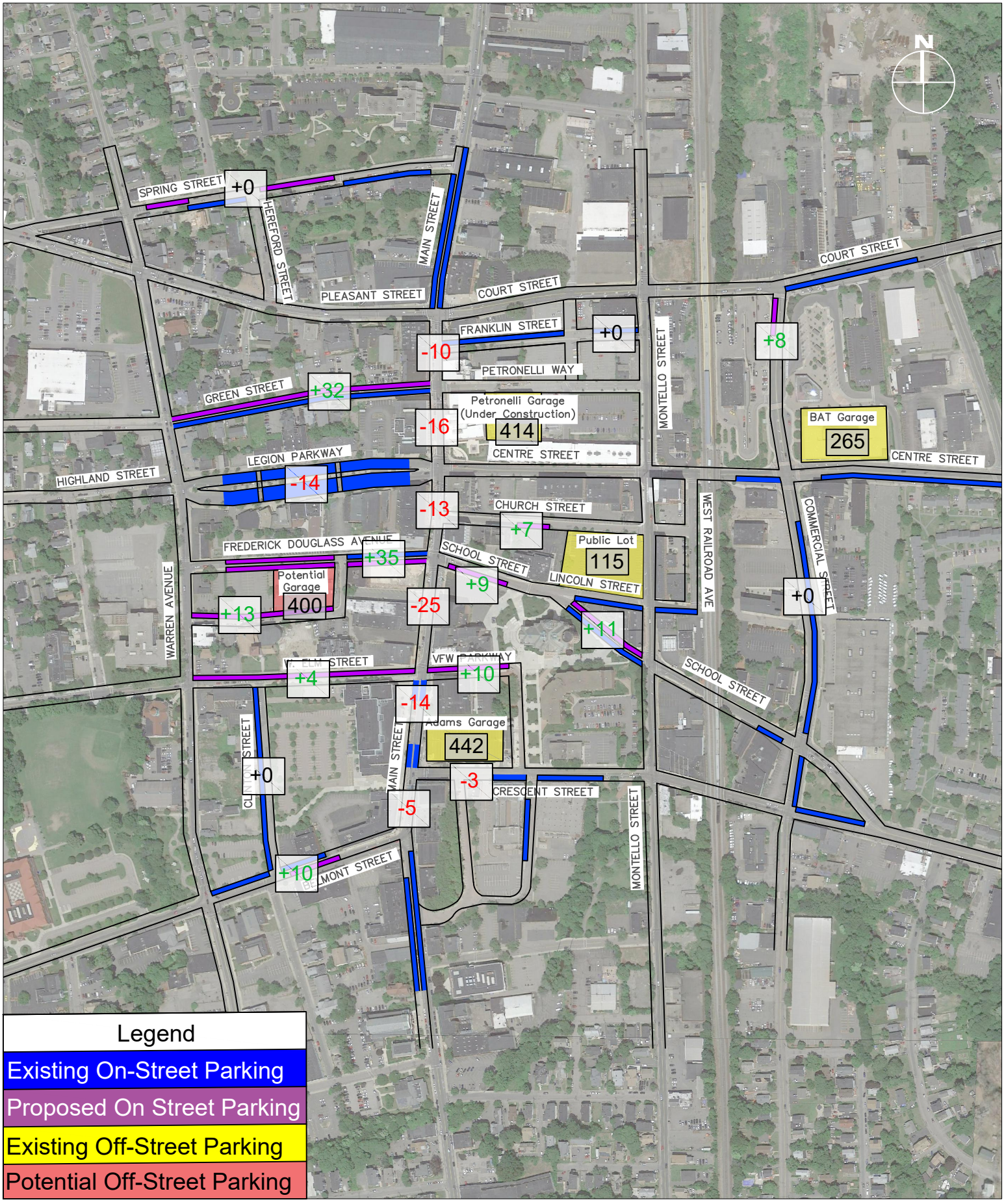
The proposed design will result in the loss of on-street parking in some areas and will add on-street parking spaces in other areas. The proposed on-street parking changes are summarized in Table 6. Losses to on-street parking will offset by existing and proposed additions to off-street parking facilities. A new parking garage along Petronelli Way is nearing completion at the time of this report, and a potential off-street parking facility along Frederick Douglass Avenue is under consideration.

A 2017 Downtown Parking Study[4] conducted by Nelson Nygaard provides a detailed inventory of the existing on- and off-street parking supply in the Downtown area. This study found that the total parking network as a whole is underutilized, although some areas experience high peak hour utilization, such as along Main Street and Legion Parkway. The proposed changes to the on-street parking supply under the preferred alternative are presented in Figure 21.

Table 6: Proposed On-Street Parking Changes

Street Name	Existing Parking	Proposed Parking	Net Change (# of spots)
Main Street	Both sides between Belmont St and Pleasant St	Removal of most on-street parking spaces to expand bicycle and pedestrian infrastructure, with the exception of several near the District Court House.	-83
Commercial Street	East side, between Centre St and School St	Several spaces are proposed to be added on the west side of the street between Court St and Centre St	+8
Spring Street	South side, between Warren Ave and Main St	Alternating "chicane" design	+/- 0
Green Street	South side, between Warren Ave and Main St	Parking will be added to the north side of the street	+32
Legion Parkway	Four rows of angle parking, along outside curbs and central median	Several spots removed to accommodate proposed pedestrian crossings	-13
Frederick Douglass Avenue	North side, between Main St and parking lot	Existing parking will be extended on north side of the street and added on south side	+35
L Street	Several spots on the south side of the street	South side parking will be removed, replaced with increased spots on the north side	+13
West Elm Street	South side, between Warren Ave and Main St	South side parking will be removed, replaced with north side parking	+4
Belmont Street	North side, between Warren Ave and Main St	Some on-street parking is proposed between Cottage St and Main St	+10
Petronelli Way	South side, between Main St and Montello St	On-street parking will be removed	-24
Church Street	None	Several spots will be added on the south side of the street between Main St and Montello St	+7
School Street	South side, between Montello St and Lincoln St	Parking will be added on the north side of the street between Lincoln St and Montello St, and on the south side near Main Street.	+20
VFW Parkway	None	Several spots will be added to the north side of the street	+10
Crescent Street	South side, between Main St and Montello St	Several will be removed close to Main St. Taxi stand will be removed from the north side	-3

[4] *Brockton Downtown Parking Study*, Nelson Nygaard. January 2017.



Proposed Downtown Parking Changes
Downtown Traffic Study
Brockton, MA

Figure 21
Not to Scale

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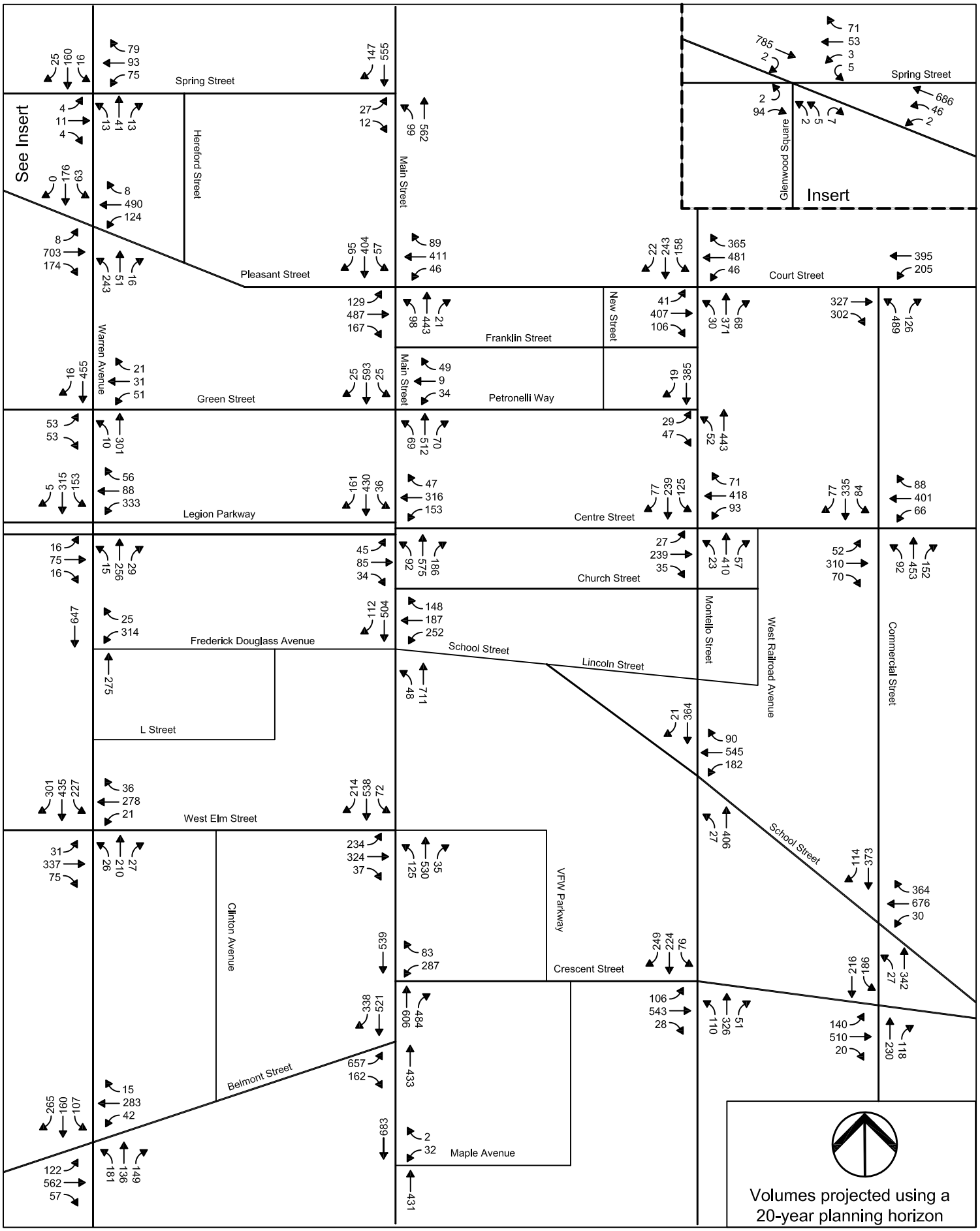
3.5. Future Traffic Volumes – Proposed Roadway Network

The proposed roadway layout and two-way traffic operations throughout Downtown will enable additional travel routes that do not currently exist. Traffic volumes were assigned to each of the new routes based on a review of the prior 1999 and 2007 studies and were further refined to reflect balanced future traffic operations throughout the Downtown.

The addition of northbound movements along Warren Avenue, southbound movements along Main Street, and westbound movements along Belmont Street and West Elm Street are the four major circulation changes to Downtown Brockton after full implementation of the two-way conversions. Additional north-south and east-west travel routes will be opened with the conversion of the streets. These conversions will reduce the number of circuitous travel routes throughout Downtown Brockton and will provide more direct connections for through traffic and for origins and destinations within the Downtown area.

The 2007 PB report presented future traffic volume networks with some of the proposed converted streets. Existing 2018 traffic volumes were used in conjunction with the anticipated trip generation from Downtown developments and the traffic distributions from the 2007 PB report to develop the 2038 future traffic volume conditions. Adjustments were made to properly balance the north-south traffic volumes to reflect a balanced network. The 2038 future traffic volumes with the proposed roadway network are presented in Figures 22 and 23, respectively, for the weekday morning and evening peak hours.



2038 Weekday Morning Peak Hour Traffic Volumes - Proposed Geometry
Downtown Traffic Study
Brockton, MA

Figure 22

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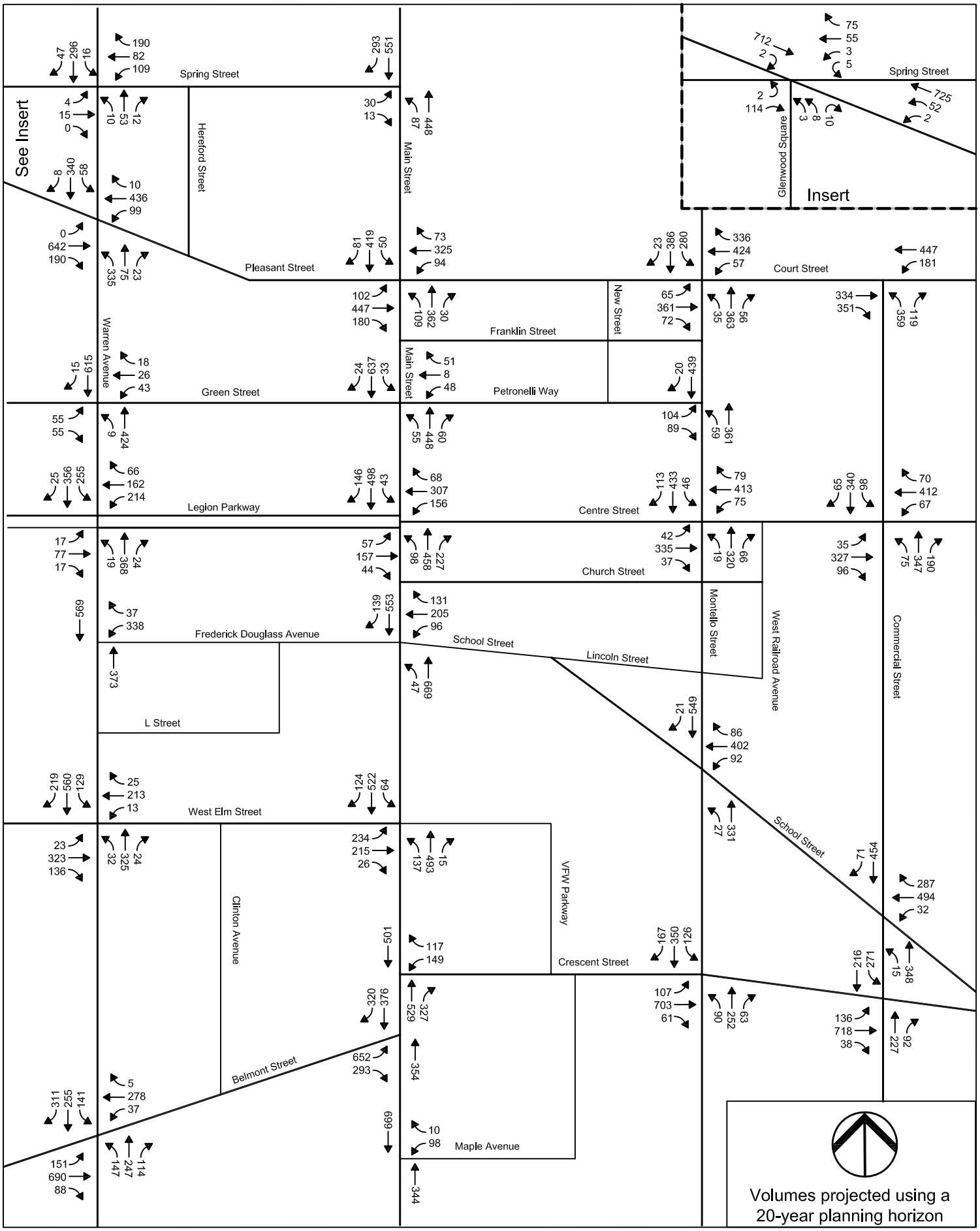


2038 Weekday Evening Peak Hour Traffic Volumes - Proposed Geometry
Downtown Traffic Study
Brockton, MA

Figure 23

BSC GROUP

4 Traffic Operations Analysis

To assess the quality of traffic flow, capacity analyses were conducted at the study area intersections for the weekday morning and weekday evening peak hours. Analyses were conducted using the Synchro 10 traffic analysis software, which is based on methods defined in the Highway Capacity Manual 2010[6]. The Synchro analysis was supplemented with a microsimulation analysis using PTV Vissim traffic modeling software. This software was used to validate assumptions and generate video models for stakeholder presentations to visualize traffic flow throughout the proposed network.

A primary result of capacity analyses is the assignment of a Level of Service (LOS) to traffic facilities under various traffic flow conditions. Six Levels of Services are defined for each type of facility. They are given letter designations from A to F, with LOS A representing operating conditions with little delay and LOS F representing conditions with the most delay.

The average delay per vehicle approaching an intersection is used to quantify the LOS at a particular intersection. The LOS designations are defined below in Table 7. Average delay measures the mean stopped delay experienced by vehicles entering an intersection during the analysis period. Average delay is measured for each individual turning movement that must yield the right of way and for the intersection as a whole, if signalized.

Table 7: Level of Service Designations

	Average Delay (seconds/vehicle)	
Level of Service	Unsignalized	Signalized
A	0.0 - 10.0	0.0 - 10.0
B	>10.0 – 15.0	>10.0 – 20.0
C	>15.0 – 25.0	>20.0 – 35.0
D	>25.0 – 35.0	>35.0 – 55.0
E	>35.0 – 50.0	>55.0 – 80.0
F	>50.0	>80.0

Source: Transportation Research Board, Highway Capacity Manual, National Research Council, 2010.

Tables 8 and 9 show the level of service of the study area intersections during the weekday morning and weekday evening peak hours for the following scenarios:

- 2018 Existing Conditions
- 2038 Future Conditions without Improvements
- 2038 Future Conditions with Improvements

[6] *Highway Capacity Manual* 2010; Transportation Research Board; Washington, DC; 2010.

Table 8: Intersection Level of Service – Weekday Morning Peak Hour

	2018 Existing Geometry		2038 Existing Geometry		2018 Proposed Geometry		2038 Proposed Geometry	
	Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Warren Ave at Spring St	*13.5*	*B*	*14.3*	*B*	*18.8*	*B*	*18.2*	*B*
Warren Ave at Pleasant St	*8.3*	*A*	*10.4*	*B*	*34.8*	*C*	*60.8*	*E*
Warren Ave at Legion Pkwy & Highland St	*15.8*	*B*	*18.6*	*B*	*30.4*	*C*	*46.0*	*D*
Warren Ave at Frederick Douglass Ave	*7.3*	*A*	*9.9*	*A*	*18.1*	*B*	*17.6*	*B*
Warren Ave at West Elm St	*18.7*	*B*	*26.6*	*C*	*19.7*	*B*	*35.4*	*D*
Warren Ave at Belmont St	*48.6*	*D*	*91.1*	*F*	*19.5*	*B*	41.8	D
Main St at Pleasant St & Court St	*17.8*	*B*	*25.7*	*C*	*32.0*	*C*	*41.9*	*D*
Main St at Legion Pkwy & Centre St	*12.3*	*B*	*16.2*	*B*	*15.3*	*B*	*42.8*	*D*
Main St at Frederick Douglass Ave & School St	*8.4*	*A*	*10.9*	*B*	*23.0*	*C*	*70.3*	*E*
Main St at West Elm St & VFW Pkwy	*8.8*	*A*	*11.3*	*B*	*48.6*	*D*	*124.6*	*F*
Main St at Crescent St	*3.5*	*A*	*3.8*	*A*	*17.8*	*B*	*21.6*	*C*
Main St at Belmont St	5.1	A	*9.7*	*A*	*19.7*	*B*	*41.8*	*D*
Montello St at Court St	*22.2*	*C*	*77.4*	*E*	*28.3*	*C*	*33.6*	*C*
Montello St at Centre St	*20.2*	*C*	*30.9*	*C*	*23.6*	*C*	*35.2*	*C*
Montello St at School St	*17.5*	*B*	*21.6*	*C*	*21.7*	*C*	*23.3*	*C*
Montello St at Crescent St	*13.0*	*B*	*19.7*	*B*	*25.4*	*C*	*28.6*	*C*
Commercial St at Court St	*22.7*	*C*	*48.6*	*D*	*25.9*	*C*	*42.4*	*D*
Commercial St at Centre St	*14.7*	*B*	*26.6*	*C*	*23.2*	*C*	*23.2*	*C*
Commercial St at School St	*9.3*	*A*	*11.6*	*B*	*14.0*	*B*	*14.3*	*B*
Commercial St at Crescent St & Perkins St	*18.4*	*B*	*25.0*	*C*	*15.8*	*B*	*16.5*	*B*

1 Delay measured in seconds per vehicle

Table 9: Intersection Level of Service – Weekday Evening Peak Hour

	2018 Existing Geometry		2038 Existing Geometry		2018 Proposed Geometry		2038 Proposed Geometry	
	Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Warren Ave at Spring St	*12.3*	*B*	*13.1*	*B*	*22.8*	*C*	*26.4*	*C*
Warren Ave at Pleasant St	*9.5*	*A*	*15.9*	*B*	*51.4*	*D*	*103.5*	*F*
Warren Ave at Legion Pkwy & Highland St	*20.1*	*C*	*49.6*	*D*	*19.2*	*B*	*27.4*	*C*
Warren Ave at Frederick Douglass Ave	*9.5*	*A*	*14.7*	*B*	*15.0*	*B*	*21.7*	*C*
Warren Ave at West Elm St	*18.3*	*B*	*47.2*	*D*	*18.5*	*B*	*32.3*	*C*
Warren Ave at Belmont St	*77.8*	*E*	*162.7*	*F*	*24.7*	*C*	89.5	F
Main St at Pleasant St & Court St	*27.9*	*C*	*59.8*	*E*	*26.1*	*C*	*39.9*	*D*
Main St at Legion Pkwy & Centre St	*14.2*	*B*	*17.6*	*B*	*17.8*	*B*	*27.7*	*C*
Main St at Frederick Douglass Ave & School St	*8.6*	*A*	*10.9*	*B*	*14.7*	*B*	*40.1*	*D*
Main St at West Elm St & VFW Pkwy	*10.1*	*B*	*13.0*	*B*	*18.0*	*B*	*67.7*	*E*
Main St at Crescent St	*3.7*	*A*	*4.6*	*A*	*8.9*	*A*	*8.9*	*A*
Main St at Belmont St	5.2	A	*9.6*	*A*	*14.1*	*B*	*14.2*	*B*
Montello St at Court St	*24.7*	*C*	*143.4*	*F*	*21.8*	*C*	*33.9*	*C*
Montello St at Centre St	*19.1*	*B*	*86.0*	*F*	*21.0*	*C*	*28.6*	*C*
Montello St at School St	*15.9*	*B*	*24.9*	*C*	*8.3*	*A*	*10.9*	*B*
Montello St at Crescent St	*20.2*	*C*	*87.9*	*F*	*23.6*	*C*	*27.7*	*C*
Commercial St at Court St	*22.9*	*C*	*44.8*	*D*	*18.5*	*B*	*24.1*	*C*
Commercial St at Centre St	*11.2*	*B*	*17.0*	*B*	*16.2*	*B*	*18.5*	*B*
Commercial St at School St	*3.6*	*A*	*12.8*	*B*	*12.9*	*B*	*15.2*	*B*
Commercial St at Crescent St & Perkins St	*19.1*	*B*	*44.5*	*D*	*11.5*	*B*	*31.3*	*C*

1 Delay measured in seconds per vehicle

Several observations can be made from the Synchro analysis results presented in Tables 8 and 9 above.

- The majority of study area intersections are expected to operate at LOS D or better under the 2038 Future Build conditions during both the AM and PM peak hour periods.
- During the AM peak hour period, the intersection of Main Street at West Elm & VFW Parkway is expected to operate at LOS F under the 2038 Future Build conditions.
- During the PM peak hour period, the intersections of Warren Avenue at Pleasant Street and Warren Avenue at Belmont Street are expected to operate at LOS F under the 2038 Future Build conditions. Under the 2038 Future No-Build conditions, one intersection is expected to operate at LOS F during the AM peak hour period, and four during the PM peak hour period.

Detailed operations analysis tables that present queues, v/c ratios, and delays are provided in the Appendix.

5 Project Phasing

The proposed design of the Downtown Brockton area will require a construction schedule that consists of several phases. The recommended phasing sequence is described below and presented in Figure 24. Several factors influenced the proposed phasing, including discussions with stakeholders and the project team, construction cost, and construction impacts to the Downtown. A Synchro analysis was performed to determine the operational impacts of the phased two-way conversion. A summary of this analysis is contained in the Appendix. BSC recommends completing the two-way conversion and other proposed improvements along Main Street under Phase 1 alongside the improvements to Legion Parkway, West Elm Street and Belmont Street, Spring Street, and Court Street. The two-way conversion of Warren Avenue could be completed in Phase 2, while additional roadway and intersection improvements grouped under Phase 3 may be completed at any point during the project.

Phase 1:

- Main Street
  - Two-way conversion
  - Northbound and southbound cycle track installation
  - Sidewalk and curb replacement
  - Roadway reconstruction
  - Traffic signal reconstruction at each signalized intersection
- West Elm Street
  - Two-way conversion
  - Roadway curb-to-curb realignment, sidewalk and curb replacement
  - Roadway reconstruction
  - Traffic signal reconstruction at intersection with Warren Avenue
- Belmont Street
  - Two-way conversion
  - Sidewalk and curb replacement
  - Roadway reconstruction
  - Traffic signal reconstruction at intersection with Warren Avenue
- Legion Parkway
  - Install curb bump-out in front of Neighborhood Health Center
  - Realign center median near Main Street
  - Install midblock crossings and curb bump-outs
  - Install two-way cycle track on central median
  - Roadway reconstruction
  - Traffic signal reconstruction at intersection with Warren Avenue
- Spring Street
  - Two-way conversion (chicane style lanes and parking arrangement)
  - Roadway reconstruction
  - Curb bump-out and Do Not Enter signage at intersection with Pleasant Street
  - Traffic signal reconstruction at intersection with Warren Avenue
- Green Street
  - Reverse direction of one-way traffic to westbound
  - Allow parking on both sides of street

- Court Street
  - Widen sidewalk at south side of Court Street between Court Avenue and Montello Street
  - Install proposed lane configuration

Phase 2:

- Warren Avenue
  - Two-way conversion
  - Roadway curb realignment, sidewalk and curb replacement
  - Roadway reconstruction
  - Traffic signal reconstructions at intersections with Frederick Douglass Avenue and Pleasant Street

Phase 3: (to be completed at any point during the project)

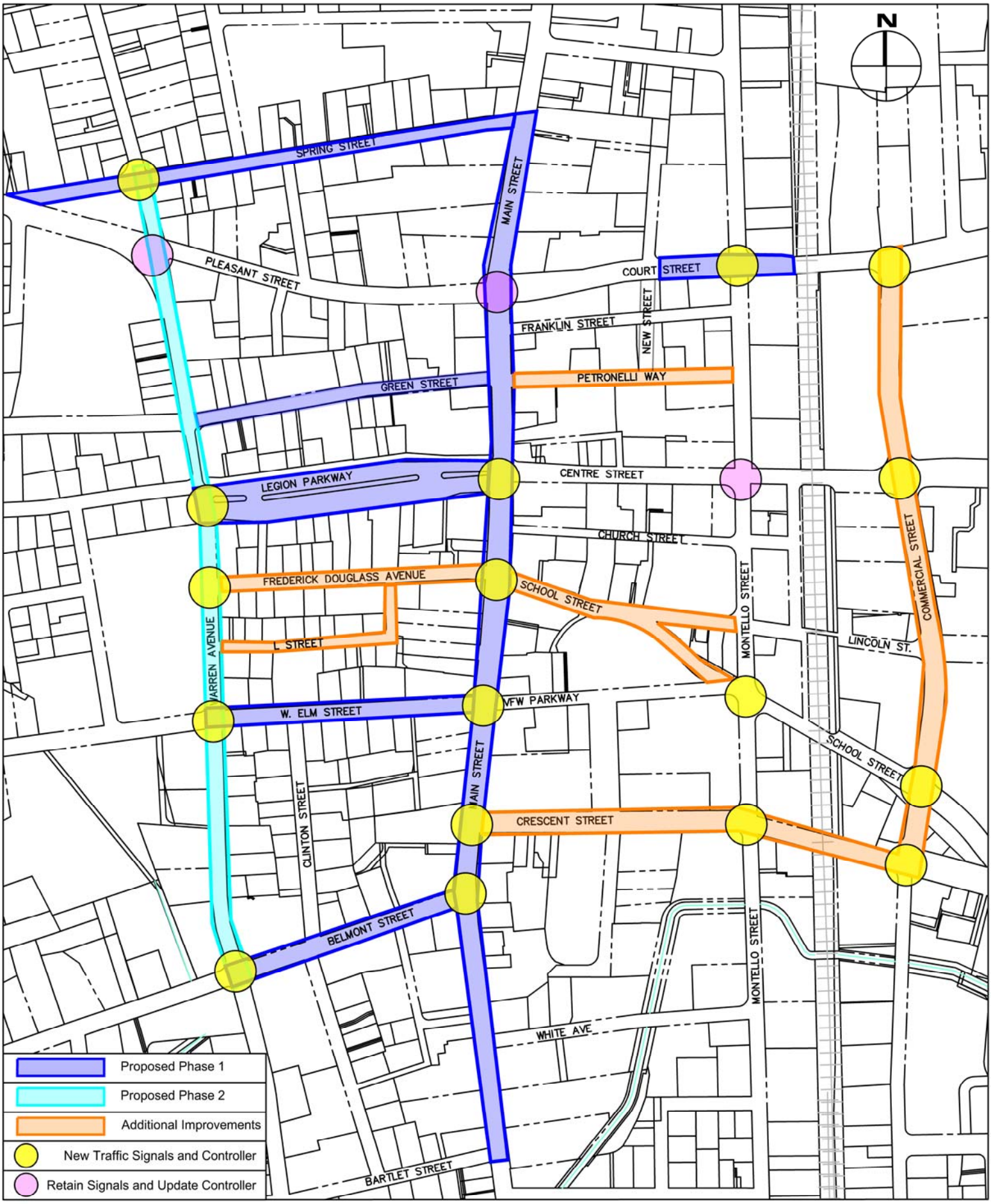
- Frederick Douglass Avenue
  - Sidewalk and curb replacement
  - Roadway reconstruction
- School Street and Lincoln Street realignment
  - Roadway reconstruction
  - Implement north side School Street parking between Lincoln Street and Montello Street
- Crescent Street
  - Install eastbound cycle track
  - Roadway realignment, sidewalk and curb replacement
  - Roadway mill & overlay
- Montello Street
  - Signal reconstruction at each signalized intersection
  - Mill and overlay
- Commercial Street
  - Northbound and southbound cycle tracks between Centre Street and Crescent Street
  - Sidewalk and curb replacement
  - Signal reconstruction at each signalized intersection
  - Mill and overlay

Utility and Streetscape Upgrades

In addition to the improvements described above, the City plans to make upgrades to the existing aged utilities in the Downtown area. For example, the current sewer system along Main Street is over 100 years old and needs to be replaced. Water utilities will also be reconstructed, as well as private utilities such as gas and electric.

To support existing and future municipal communications technology, the City plans to install a fiber optic network in the Downtown area. As part of this project, the City proposes to install underground conduit during the reconstruction to facilitate the deployment of the fiber optic equipment.

Proposed streetscape upgrades include street furniture, lighting, and green space additions such as trees and other plantings. The utility and streetscape improvements are included in the project cost estimate, displayed in the next section. Figure 25 displays the Downtown streets where streetscape improvements are proposed.



Proposed Project Phasing
Downtown Traffic Study
Brockton, MA

Figure 24

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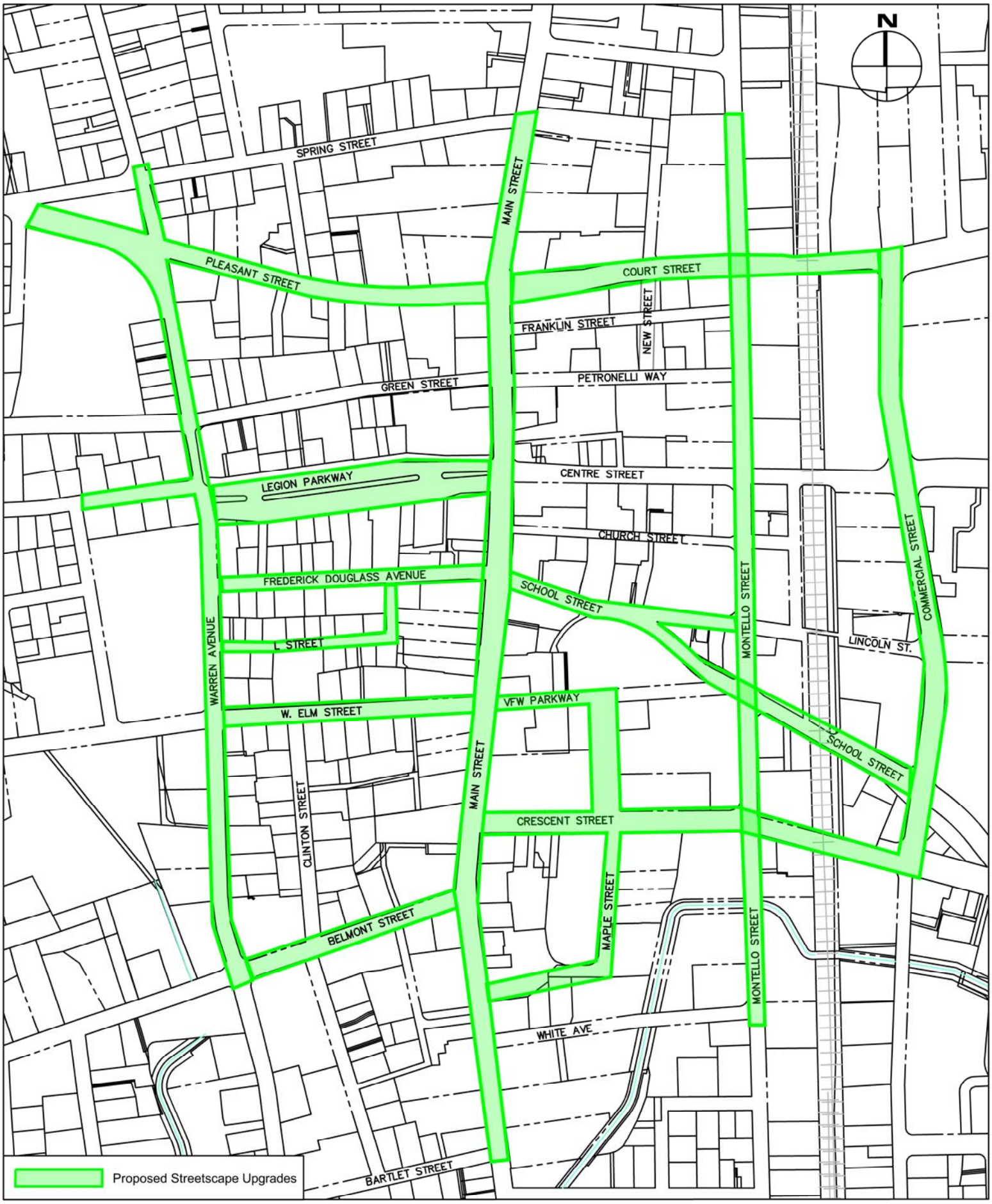

Proposed Streetscape Upgrades
Downtown Traffic Study
Brockton, MA

Figure 25

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6 Opinion of Probable Construction Costs

A preliminary opinion of probable cost estimate has been developed and broken down by the proposed phases. Major components of the estimate include the following:

- Field topographical surveys for roadway design
- Traffic and pedestrian signal upgrades and/or reconstruction at 21 signalized intersections
- Full depth roadway reconstruction of Main Street, Warren Avenue, West Elm Street, Belmont Street, etc.
- Reconstruction of curbs, sidewalks, and ADA curb ramps
- Pavement marking and signage
- Reconstruction water and sewer utility lines along Main Street and Warren Avenue
- Installation of a fiber-optic cable network
- Streetscape and landscaping upgrades

The project cost estimate is summarized in Table 10. Costs are separated by construction, survey, and utility work. Estimates are also included for engineering, contingency, and traffic control costs. Complete cost estimate details are contained in the Appendix.

Table 10: Project Cost Estimate

	Phase 1	Phase 2	Phase 3	Total
Construction	$ 8,413,000.00	$ 3,845,000.00	$ 5,984,000.00	$ 18,242,000.00
Construction Contingency (20%)	$ 1,683,000.00	$ 769,000.00	$ 1,197,000.00	$ 3,649,000.00
Survey	$ 400,000.00	$ 0.00	$ 0.00	$ 400,000.00
Design Engineering (15%)	$ 2,737,000.00	$ 0.00	$ 0.00	$ 2,737,000.00
Construction Engineering (10%)	$ 842,000.00	$ 385,000.00	$ 599,000.00	$ 1,826,000.00
Traffic Control (5%)	$ 421,000.00	$ 193,000.00	$ 300,000.00	$ 914,000.00
Roadway Subtotal	**$ 14,496,000.00**	**$ 5,192,000.00**	**$ 8,080,000.00**	**$ 27,768,000.00**
Main Street Water Utilities	$ 970,000.00	$ 0.00	$ 0.00	$ 970,000.00
Main Street Sewer Utilities	$ 837,000.00	$ 0.00	$ 0.00	$ 836,500.00
Warren Avenue Water Utilities	$ 0.00	$ 702,000.00	$ 0.00	$ 702,000.00
Warren Avenue Sewer Utilities	$ 0.00	$ 612,000.00	$ 0.00	$ 612,000.00
Fiber-Optic Conduit Installation	$ 1,016,000.00	$ 349,000.00	$ 976,000.00	$ 2,341,000.00
Streetscape / Landscape Allowance	$ 1,578,000.00	$ 470,000.00	$ 2,517,000.00	$ 4,565,000.00
Overall Subtotal	**$ 18,897,000.00**	**$ 7,325,000.00**	**$ 11,573,000.00**	**$ 38,000,000.00**

The complete project, including utility work, is estimated to cost approximately 38 million dollars to reach full completion. The first phase, which includes all of the Main Street, Legion Parkway, West Elm Street, Belmont Street, Spring Street, and Court Street improvements, is estimated to cost nearly 19 million dollars. The second phase includes all of the Warren Avenue upgrades and is expected to cost just over 7 million dollars, while the third phase is expected to cost 11.5 million dollars. The cost estimates are preliminary and are subject to change during the design of this project.

7 Conclusions and Recommendations

BSC has completed this Downtown Brockton Traffic Study as an update to and expansion upon previous studies with the purpose of determining the feasibility and optimal design of a two-way Downtown street network. BSC recommends numerous improvements to traffic circulation, traffic signal technology, and pedestrian and bicycle infrastructure, with a total estimated project cost of approximately 38 million dollars. These upgrades will contribute towards improving the revitalization of the Downtown area.

The proposed design includes introducing adaptive traffic signal to the Downtown area to improve travel time reliability and an upgraded central control system to monitor the signal network and efficiently facilitate emergency responses. Additionally, infrastructure improvements such as accessible pedestrian signals, increases to sidewalks and green spaces, and separated bike lanes will enhance pedestrian and bicycle network connectivity.

Analysis has shown that Downtown traffic operations will be acceptable under the proposed two-way circulation. Under the 2038 future build conditions, with a few exceptions, the signalized study area intersections are expected to operate at LOS D or better during the AM and PM peak hours.

It is recommended that this project should be constructed in phases, beginning with the proposed upgrades to Main Street, Legion Parkway, West Elm Street, Belmont Street, Spring Street, and Court Street, followed by the two-way conversion and improvements to Warren Avenue. The remaining proposed upgrades to the Downtown area are to be completed in any sequence at the discretion of the City of Brockton.

The next steps for this project will include:

- Review of this Study by the City of Brockton and MassDOT District 5
- Submission of a Project Need Form (PNF) and Project Initiation Form (PIF) by the City
- Full survey of the Downtown streets and development of detailed construction plans

List of Appendices:

Appendix A: Supplemental Report Figures

Appendix B: Crash Data / Collision Diagrams

Appendix C: Cost Estimate Summary

Appendix D: Traffic Volumes

Appendix E: Capacity Analysis Synchro Reports

Appendix A: Supplemental Report Figures

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List of Appendices:

Appendix A: Supplemental Report Figures

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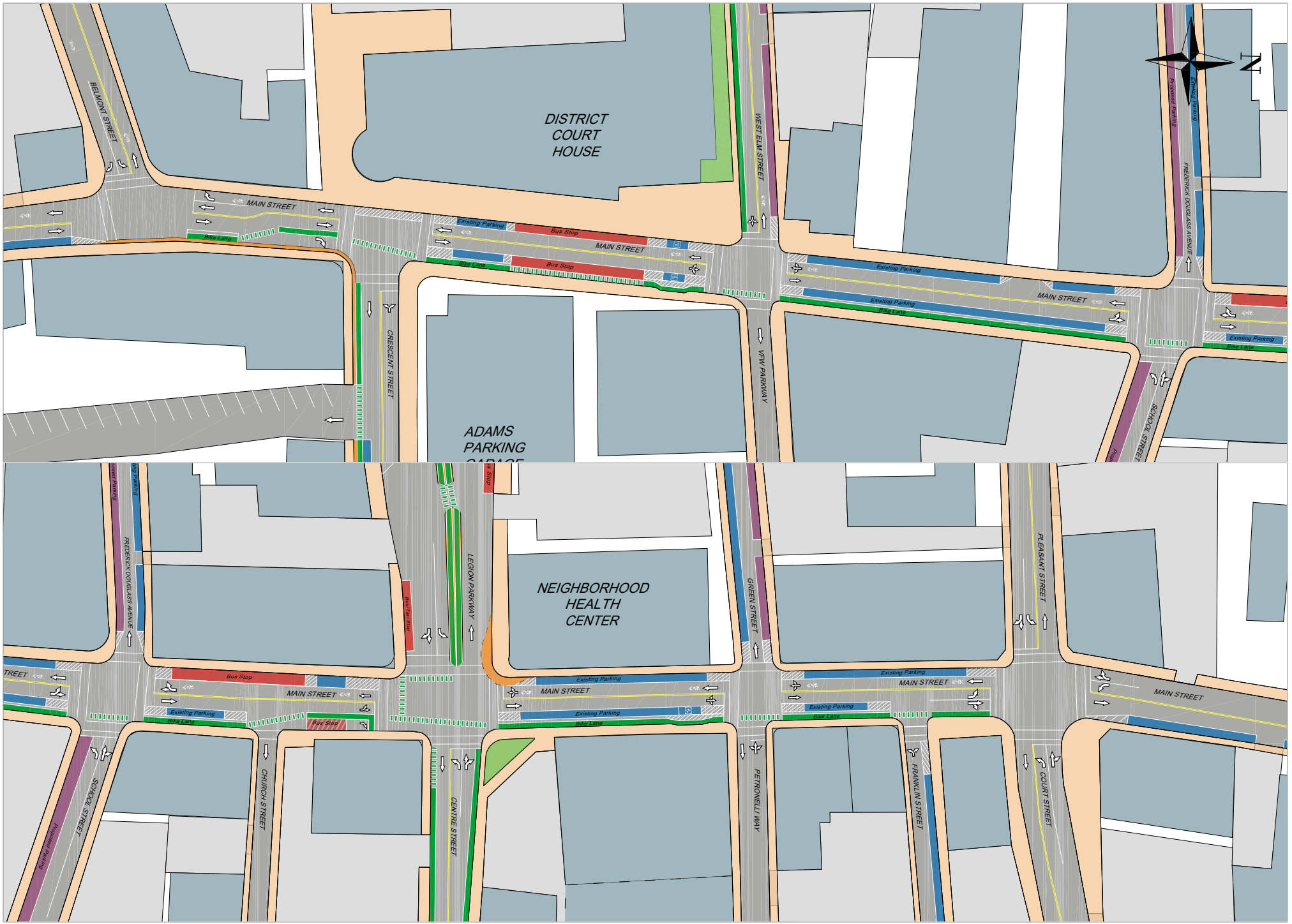
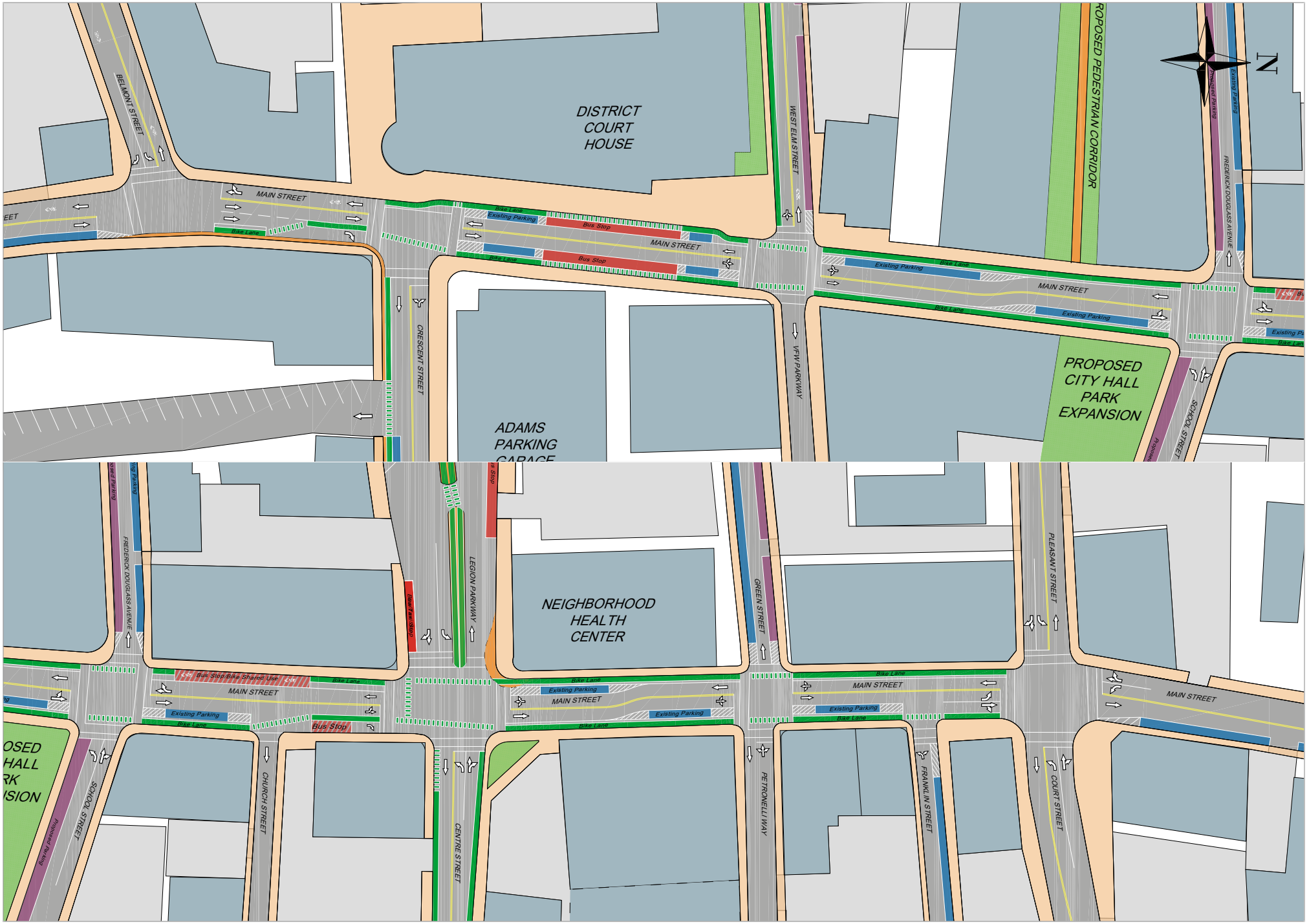
Appendix A: Supplemental Report Figures



Main Street Conceptual Design Alternative #1
Downtown Traffic Study
Brockton, MA

Figure A-1

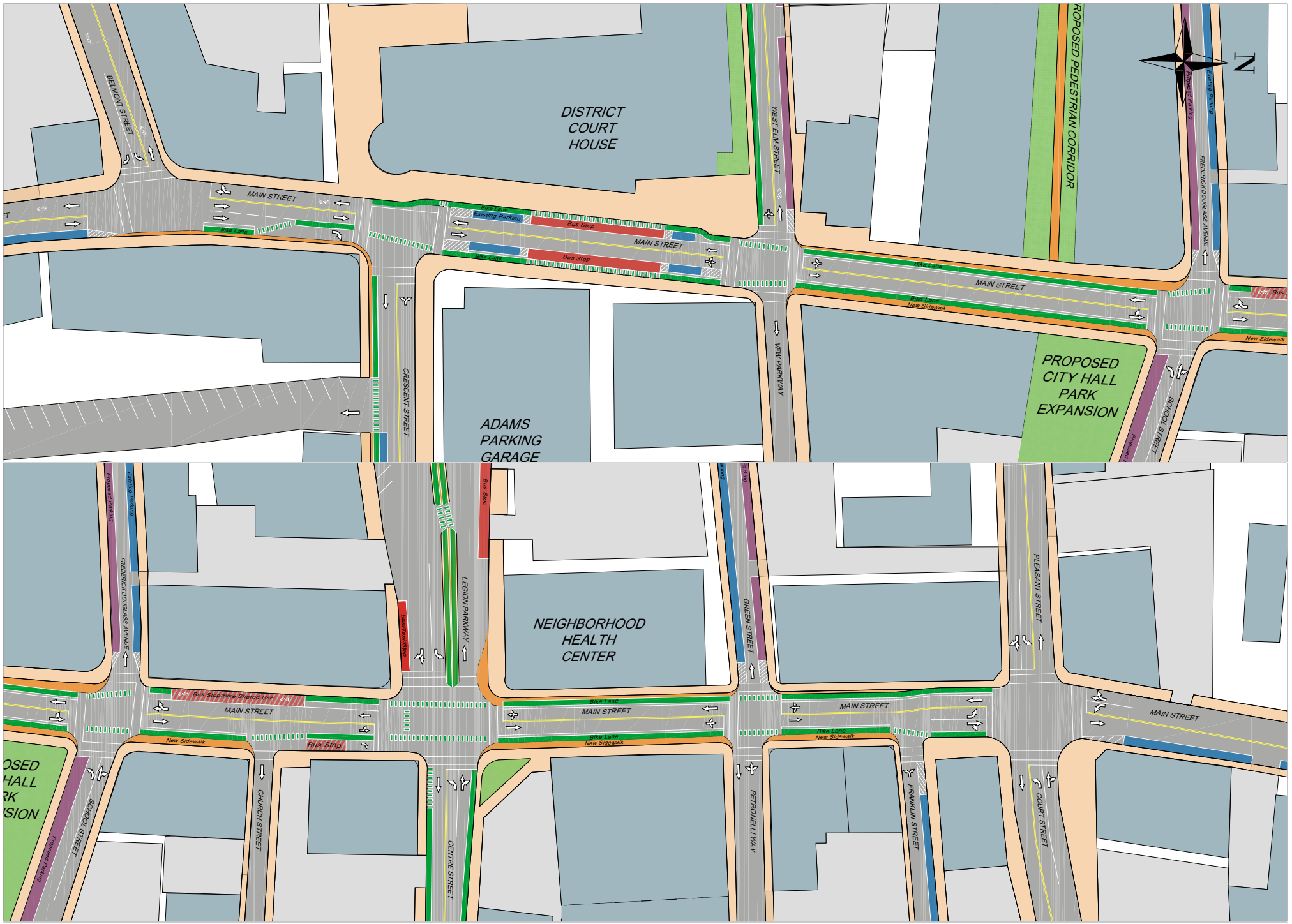
BSC GROUP



Main Street Conceptual Design Alternative #2
Downtown Traffic Study
Brockton, MA

Figure A-2

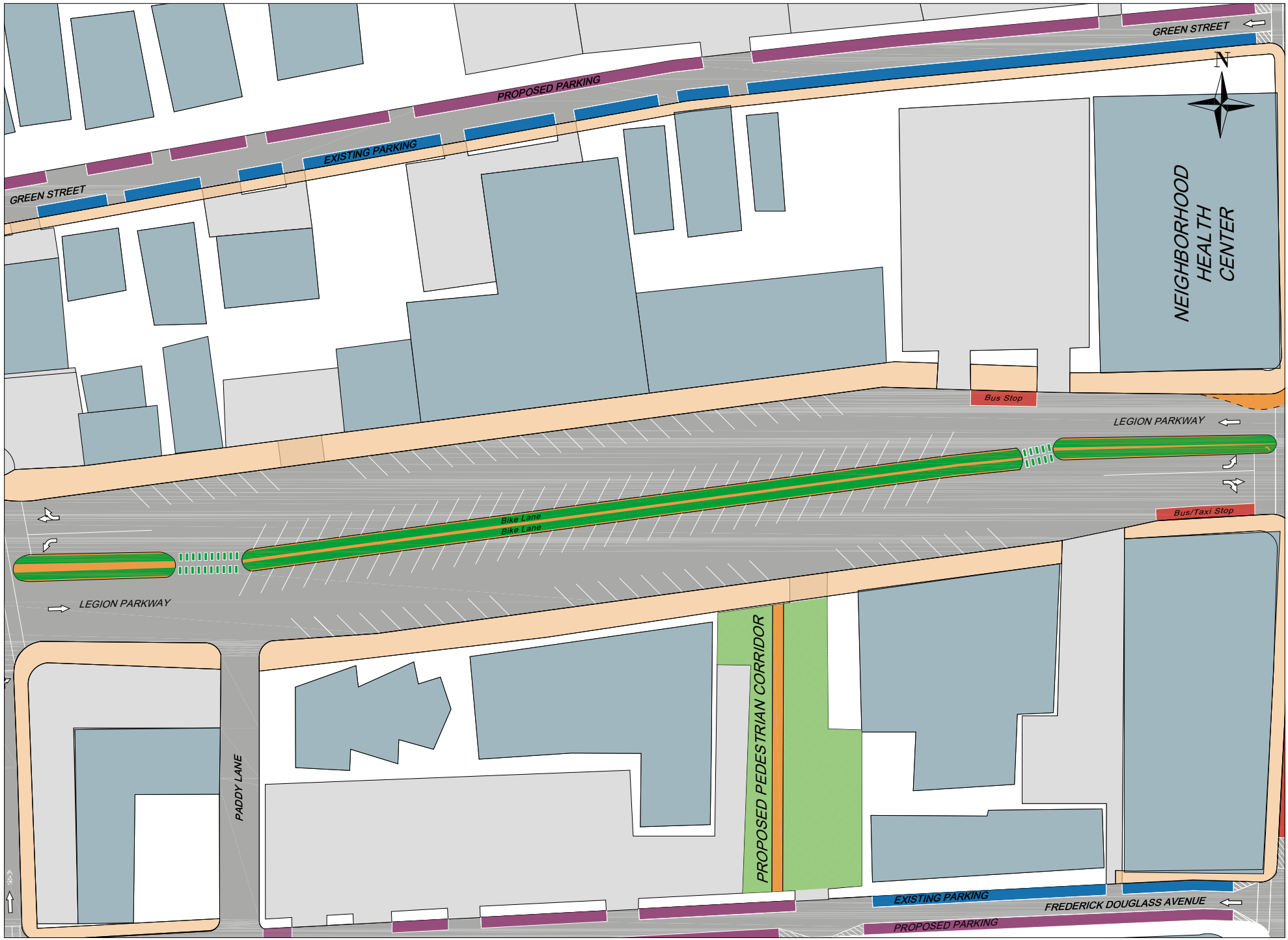
BSC GROUP



Main Street Conceptual Design Alternative #3
Downtown Traffic Study
Brockton, MA

Figure A-3

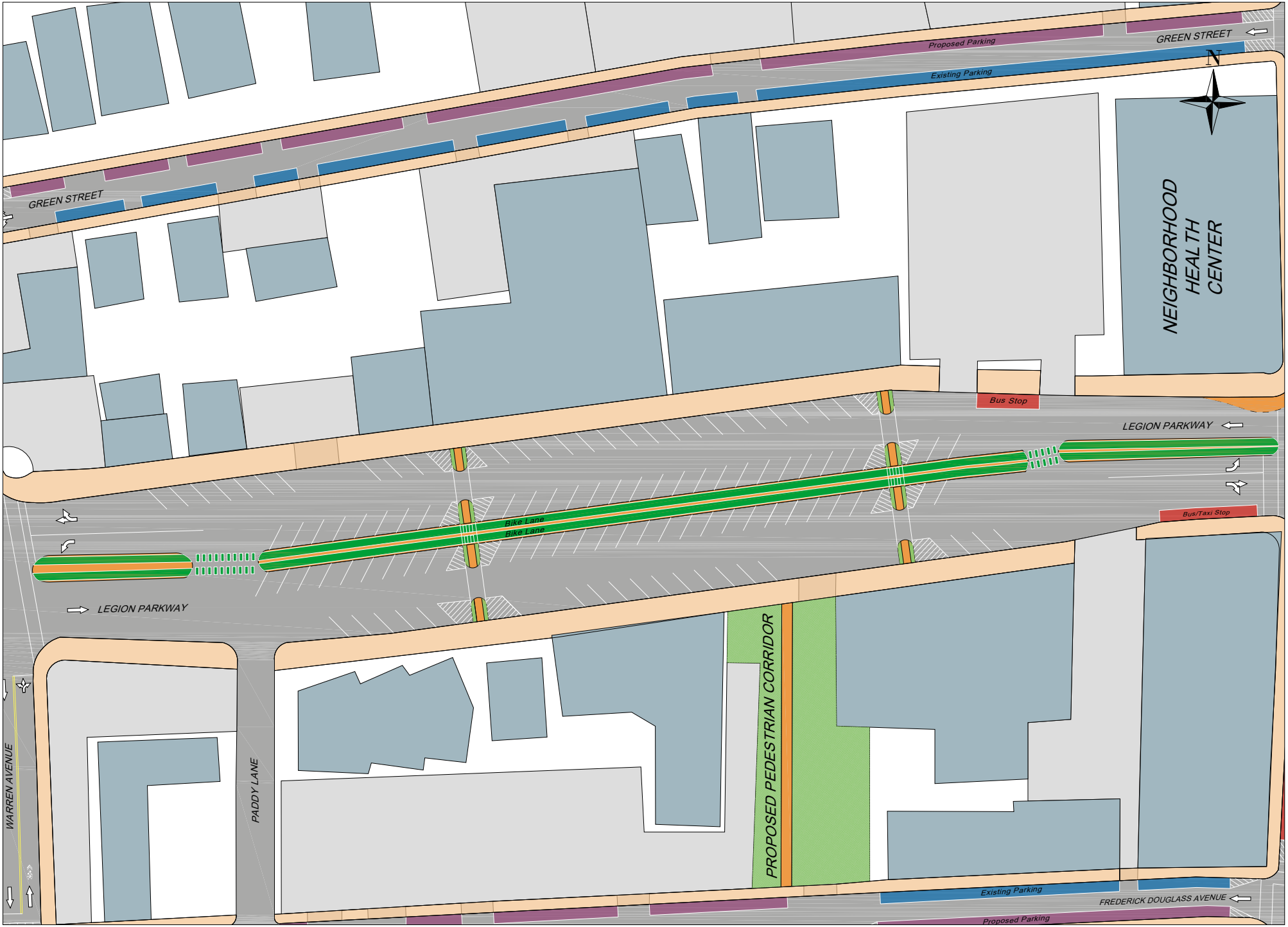
BSC GROUP



Legion Parkway Conceptual Design Alternative #1
Downtown Traffic Study
Brockton, MA

Figure A-4

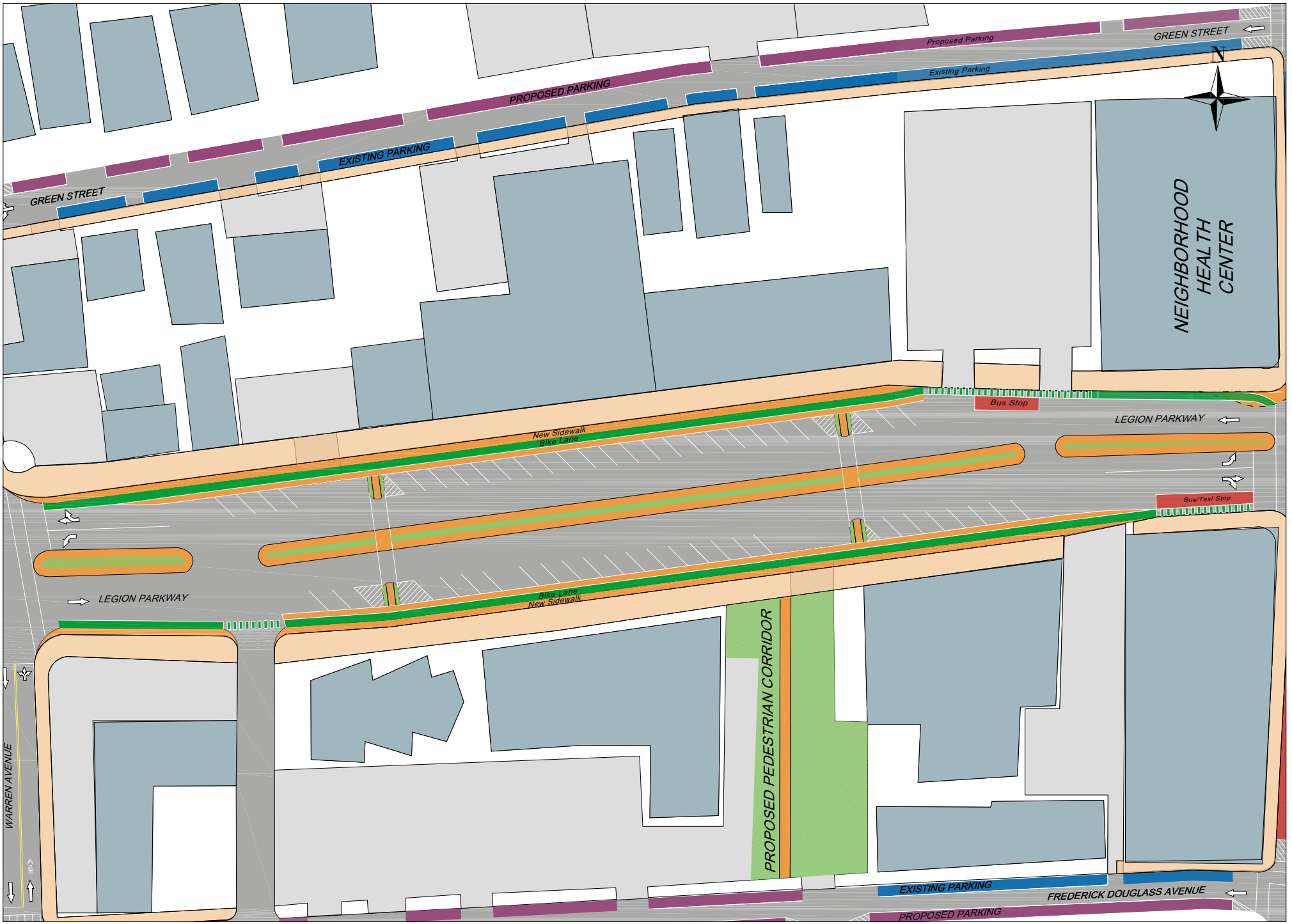
BSC GROUP



Legion Parkway Conceptual Design Alternative #2
Downtown Traffic Study
Brockton, MA

Figure A-5

BSC GROUP



Legion Parkway Conceptual Design Alternative #3
Downtown Traffic Study
Brockton, MA

Figure A-6

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Warren Avenue Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-7

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West Elm Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-8

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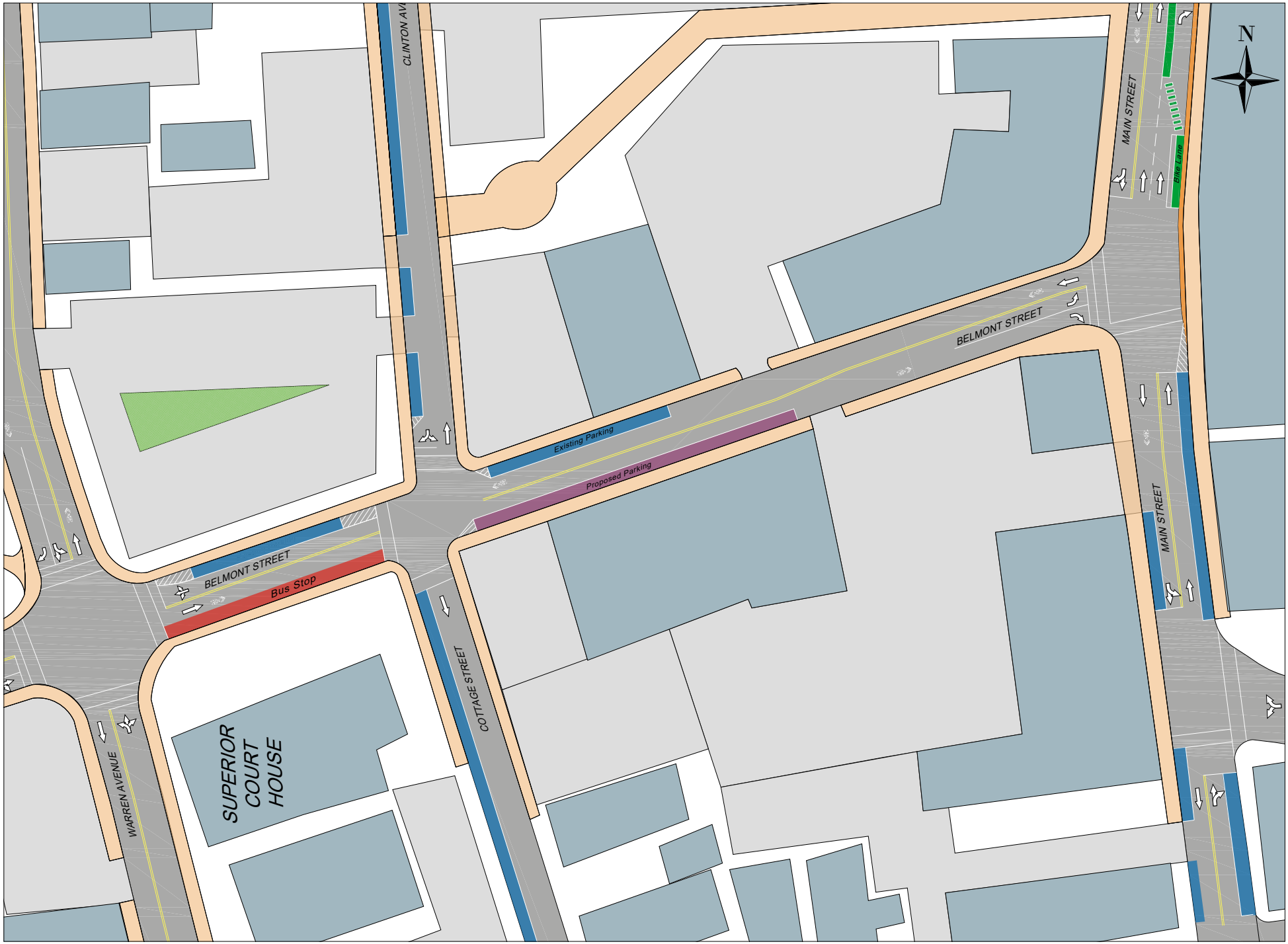

Belmont Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-9

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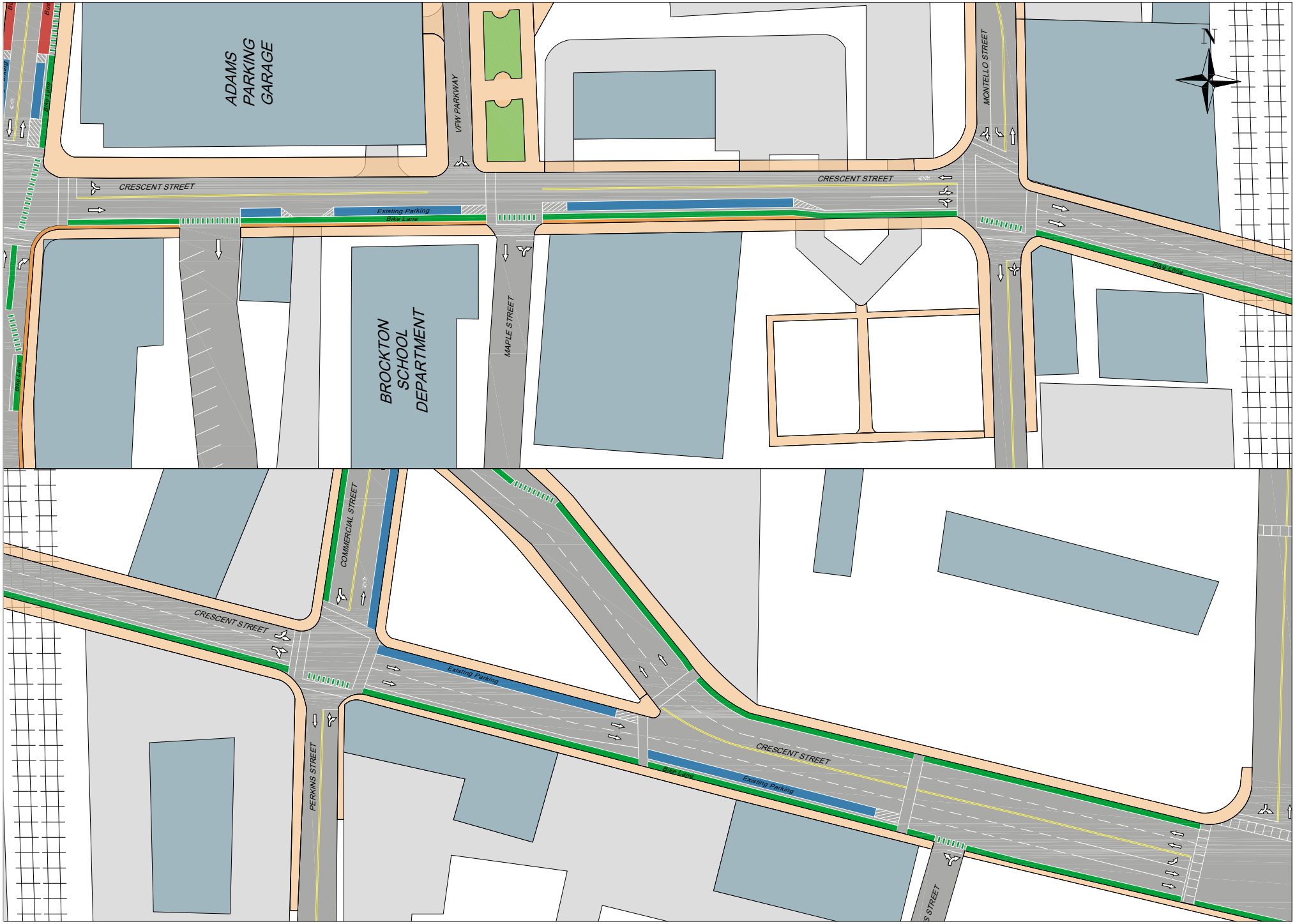

Crescent Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-10

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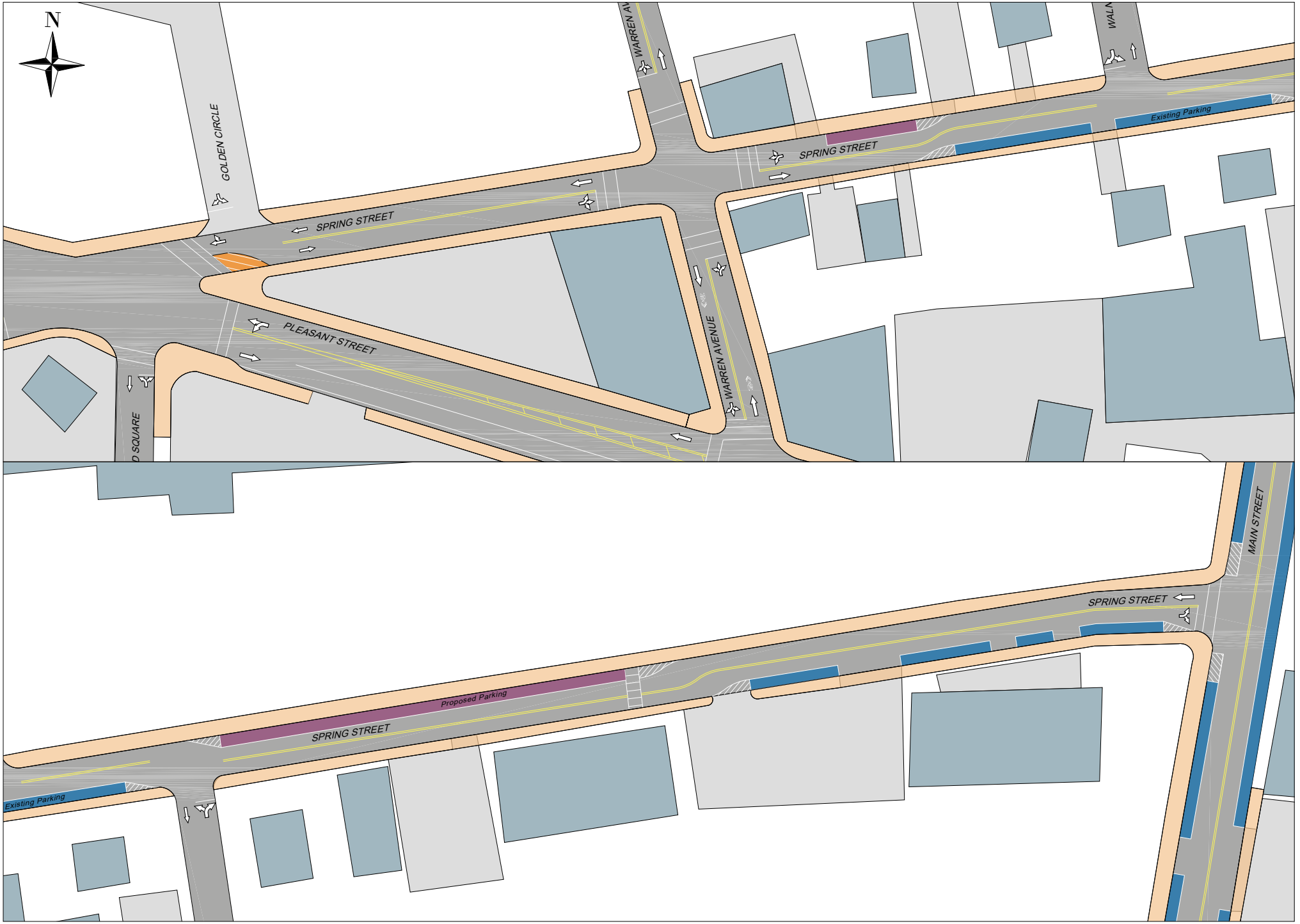
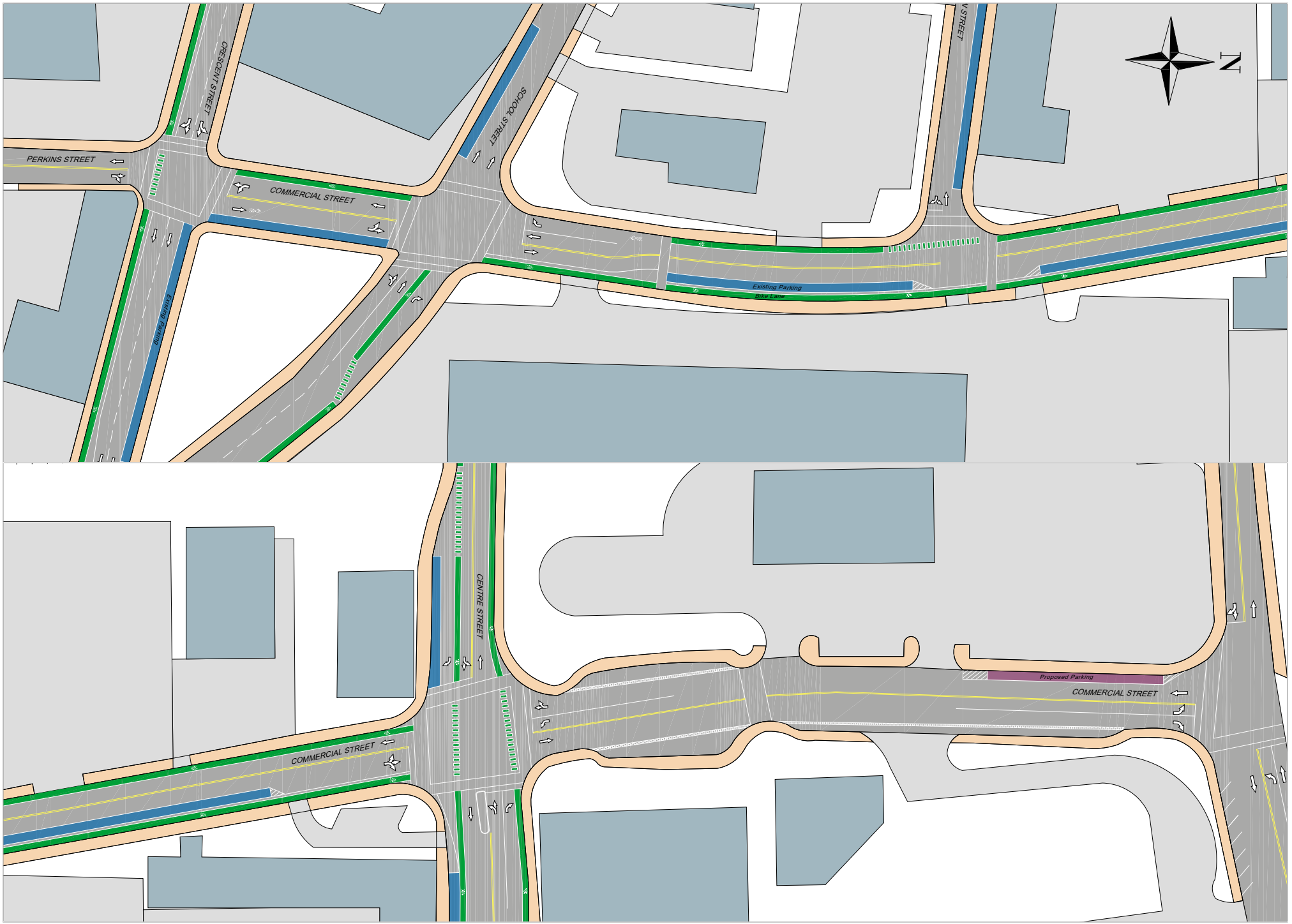


Spring Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-11

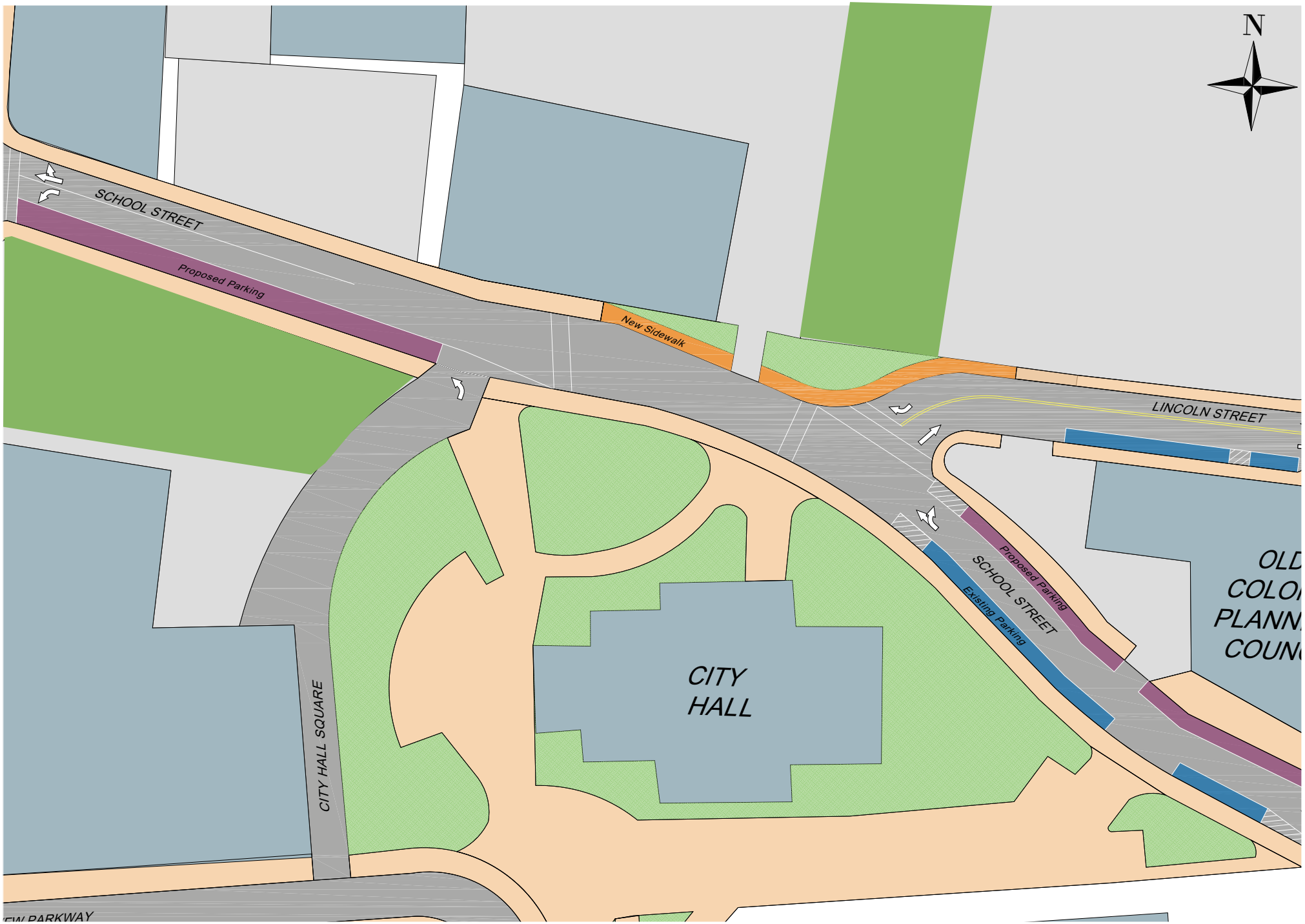
BSC GROUP



Commercial Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-12

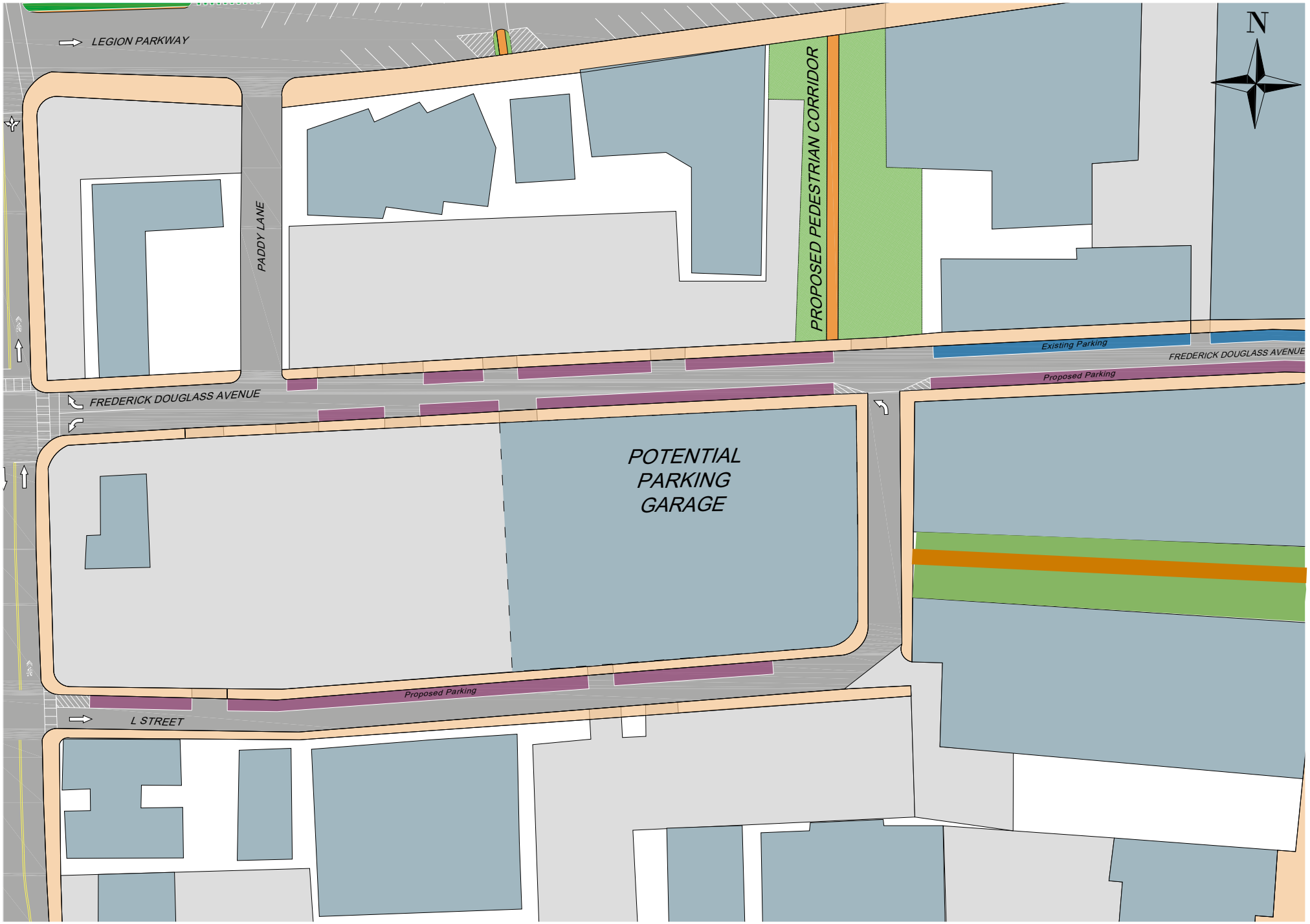
BSC GROUP



School Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-13

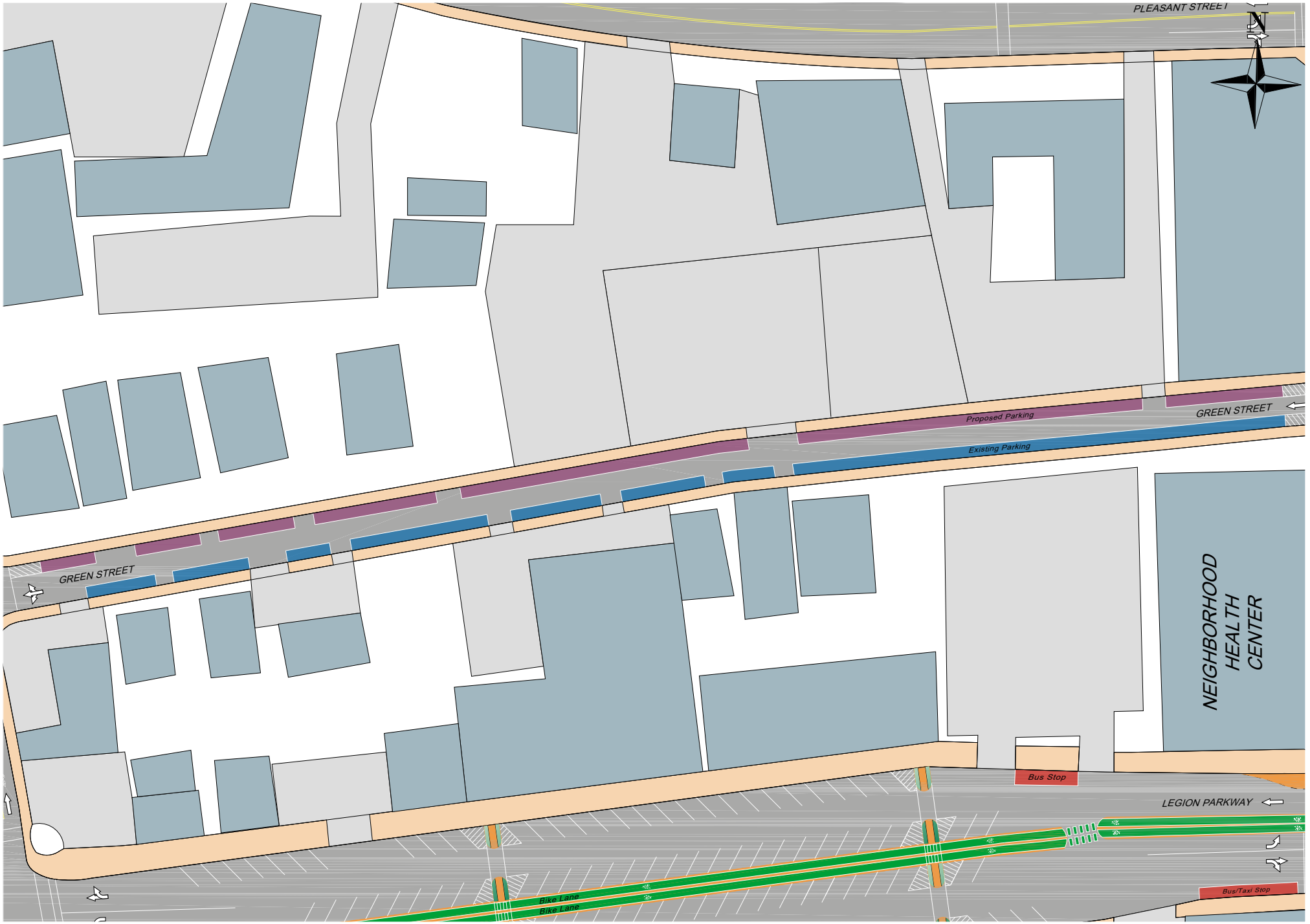
BSC GROUP



Frederick Douglass Avenue and L Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-14

BSC GROUP



Green Street Conceptual Design
Downtown Traffic Study
Brockton, MA

Figure A-15

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	No Build Conditions (One-way Main and Warren)	Full Build Conditions (Two-way Main and Warren)	Phasing Option A (Two-Way Main Conversion)	Phasing Option B (Two-Way Warren Conversion)
	2038 AM Peak Hour	2038 AM Peak Hour	2038 AM Peak Hour	2038 AM Peak Hour
	LOS	LOS	LOS	LOS
Warren & Spring	B	B	B	C
Warren & Pleasant	B	E	B	E
Warren & Legion	B	D	C	F
Warren & F Douglass	A	B	A	E
Warren & West Elm	C	C	B	E
Warren & Belmont	F	C	C	D
Main & Pleasant/Court	C	D	D	C
Main & Legion/Centre	B	C	D	B
Main & F Douglass/School	B	E	E	B
Main & West Elm/VFW	B	F	F	C
Main & Crescent	A	C	C	A
Main & Belmont	A	D	D	A
Montello & Court	E	C	D	F
Montello & Centre	C	D	D	E
Montello & School	C	C	C	D
Montello & Crescent	B	C	C	E
Commercial & Court	D	D	D	E
Commercial & Centre	C	C	C	D
Commercial & School	B	B	B	B
Commercial & Crescent	C	B	B	C

Phasing Option A: Convert Main Street to two-way operations before Warren Avenue (Preferred)
Phasing Option B: Convert Warren Avenue to two-way operations before Main Street

Downtown Phasing Options Level of Service - PM Peak Hour
Downtown Traffic Study
Brockton, MA

Figure A-16

BSC GROUP

	No Build Conditions (One-way Main and Warren)	Full Build Conditions (Two-way Main and Warren)	Phasing Option A (Two-Way Main Conversion)	Phasing Option B (Two-Way Warren Conversion)
	2038 PM Peak Hour	2038 PM Peak Hour	2038 PM Peak Hour	2038 PM Peak Hour
	LOS	LOS	LOS	LOS
Warren & Spring	B	C	C	D
Warren & Pleasant	B	F	B	F
Warren & Legion	D	C	C	F
Warren & F Douglass	B	C	A	E
Warren & West Elm	D	C	C	D
Warren & Belmont	F	F	E	F
Main & Pleasant/Court	E	D	E	B
Main & Legion/Centre	B	C	D	B
Main & F Douglass/School	B	D	D	A
Main & West Elm/VFW	B	E	F	B
Main & Crescent	A	A	C	A
Main & Belmont	A	B	D	A
Montello & Court	F	C	E	E
Montello & Centre	F	C	E	F
Montello & School	C	B	C	D
Montello & Crescent	F	C	D	E
Commercial & Court	D	C	C	D
Commercial & Centre	B	B	C	C
Commercial & School	B	B	B	B
Commercial & Crescent	D	C	C	D

Phasing Option A: Convert Main Street to two-way operations before Warren Avenue (Preferred)
Phasing Option B: Convert Warren Avenue to two-way operations before Main Street

Downtown Phasing Options Level of Service - PM Peak Hour
Downtown Traffic Study
Brockton, MA

Figure A-17

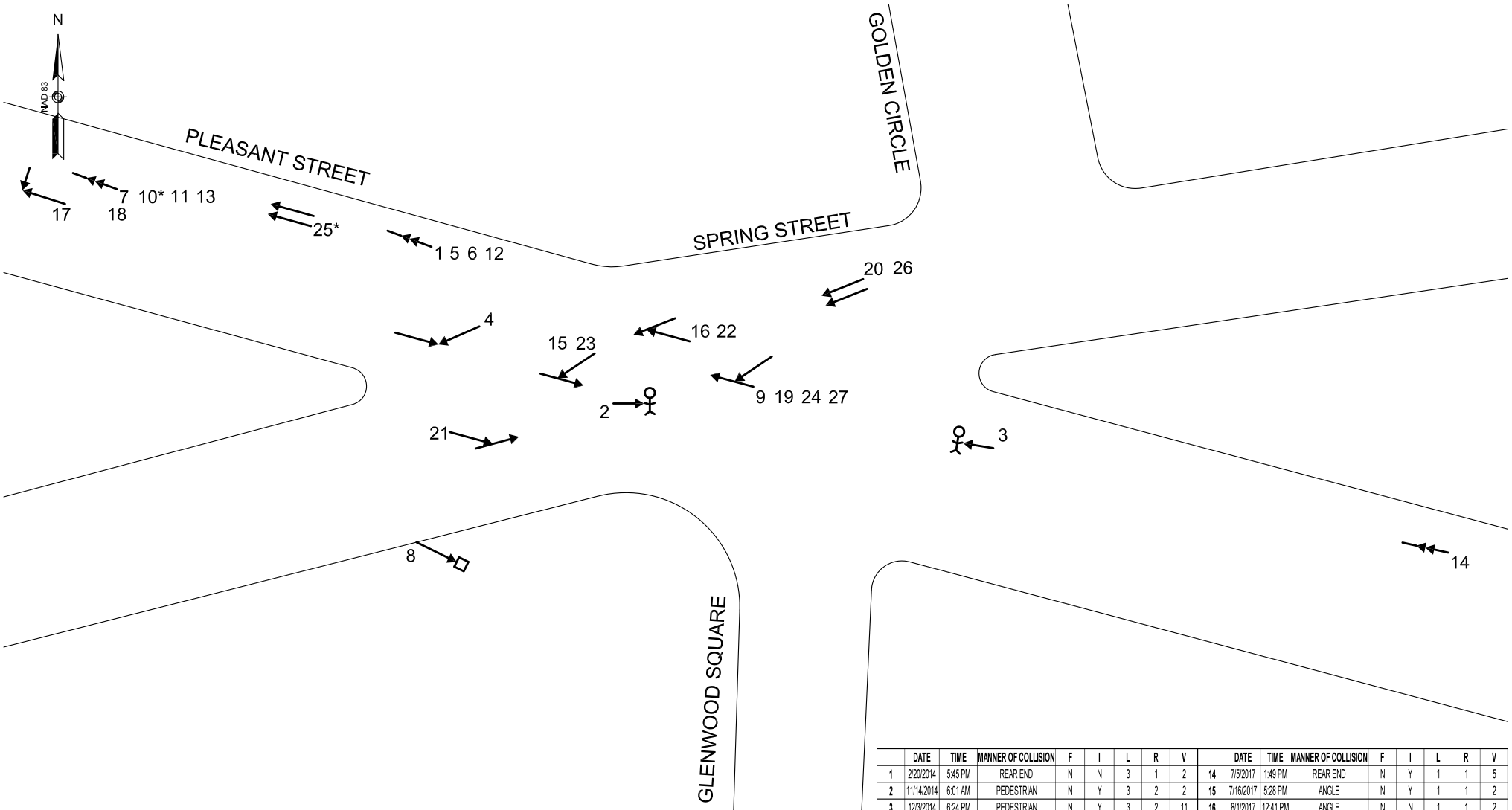
BSC GROUP

Appendix B: Crash Data/Collision Diagrams

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/20/2014	5:45 PM	REAR END	N	N	3	1	2
2	11/14/2014	6:01 AM	PEDESTRIAN	N	Y	3	2	2
3	12/3/2014	6:24 PM	PEDESTRIAN	N	Y	3	2	11
4	1/17/2015	11:14 AM	ANGLE	N	Y	1	1	1
5	6/27/2015	12:13 PM	REAR END	N	Y	1	1	6
6	3/24/2016	1:08 PM	REAR END	N	Y	1	1	5
7	3/24/2016	5:41 PM	REAR END	N	N	3	1	5
8	5/17/2016	12:54 PM	SINGLE VEHICLE	N	Y	1	1	13
9	5/29/2016	1:58 AM	ANGLE	N	Y	3	1	3
10	6/9/2016	8:26 PM	REAR END	N	N	3	1	12
11	8/23/2016	8:12 PM	REAR END	N	N	1	1	6
12	1/30/2017	6:31 AM	REAR END	N	N	1	1	5
13	4/22/2017	2:41 PM	REAR END	N	N	1	1	5

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
14	7/5/2017	1:49 PM	REAR END	N	Y	1	1	5
15	7/16/2017	5:28 PM	ANGLE	N	Y	1	1	2
16	8/1/2017	12:41 PM	ANGLE	N	N	1	1	2
17	9/8/2017	12:54 PM	BICYCLE	N	Y	1	1	0
18	9/12/2017	5:40 PM	ANGLE	N	N	1	1	6
19	9/16/2017	8:20 PM	ANGLE	N	Y	3	1	2
20	10/5/2017	5:01 PM	SIDESWIPE	N	N	1	1	13
21	11/9/2017	11:54 AM	BICYCLE	N	Y	1	1	0
22	11/29/2017	6:19 PM	ANGLE	N	N	3	1	2
23	3/30/2018	6:57 AM	ANGLE	N	N	1	1	2
24	9/14/2018	4:41 PM	ANGLE	N	N	1	1	2
25	9/14/2018	4:13 PM	SIDESWIPE	N	Y	1	1	0
26	9/28/2018	7:58 AM	SIDESWIPE	N	N	1	2	8
27	12/29/2018	9:04 AM	ANGLE	N	N	1	1	2

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

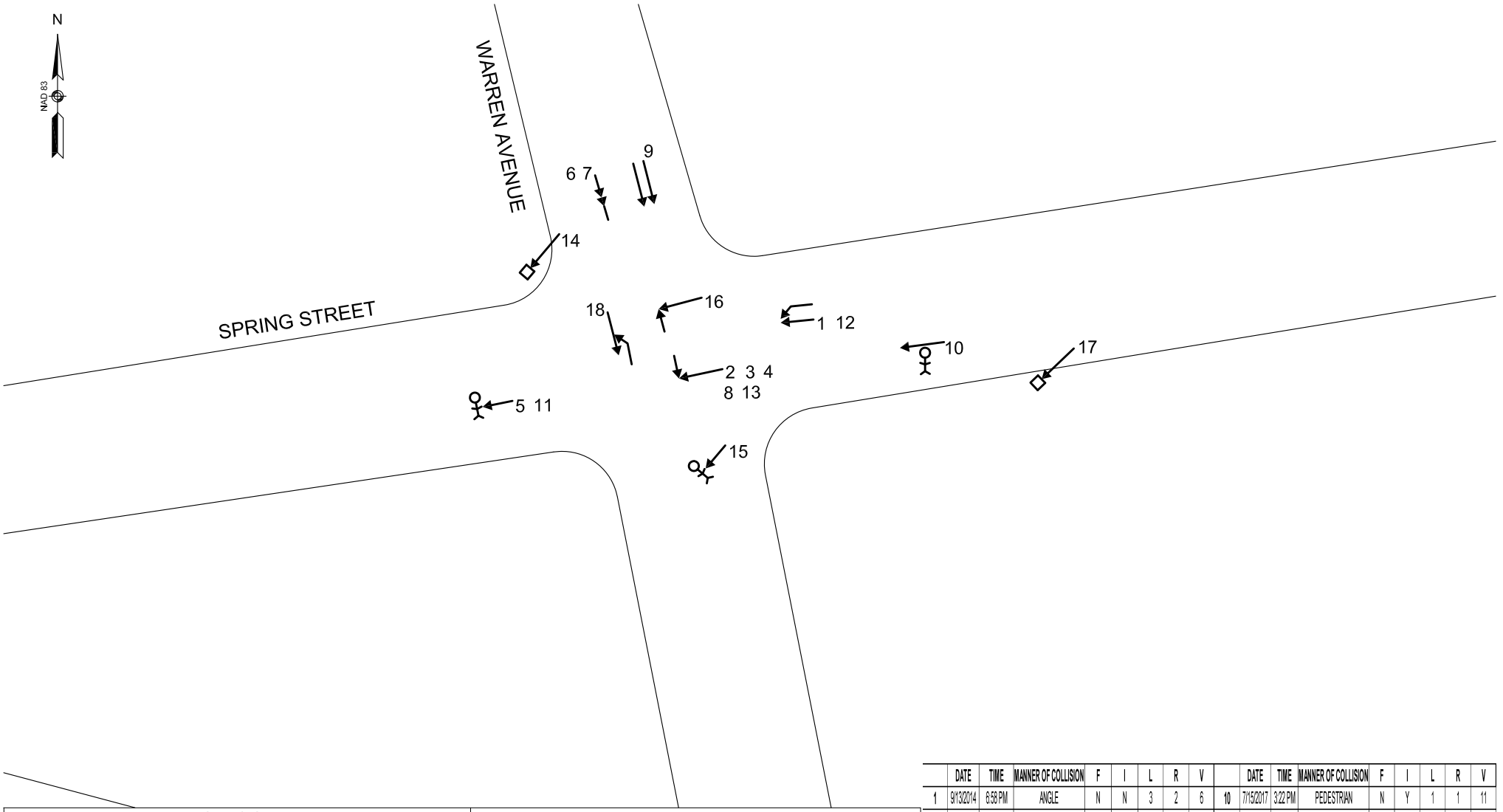
0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V		DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	9/13/2014	6:58 PM	ANGLE	N	N	3	2	6	10	7/15/2017	3:22 PM	PEDESTRIAN	N	Y	1	1	11
2	3/1/2015	1:06 AM	ANGLE	N	Y	3	1	4	11	8/23/2017	6:14 PM	PEDESTRIAN	N	Y	1	1	11
3	3/28/2015	6:32 PM	ANGLE	N	N	1	2	4	12	9/10/2017	8:10 PM	ANGLE	N	N	3	1	2
4	4/24/2015	7:23 AM	ANGLE	N	Y	1	1	4	13	1/31/2018	11:46 AM	ANGLE	N	Y	1	1	4
5	7/21/2015	8:05 PM	PEDESTRIAN	N	Y	3	1	2	14	2/25/2018	3:18 PM	SINGLE VEHICLE	N	N	1	2	13
6	12/24/2015	9:48 PM	REAR END	N	Y	3	1	5	15	5/14/2018	4:23 PM	PEDESTRIAN	N	N	1	1	11
7	6/5/2016	6:00 PM	ANGLE	N	Y	1	2	5	16	7/30/2018	5:11 PM	ANGLE	N	N	1	1	2
8	8/28/2016	2:34 AM	ANGLE	N	Y	3	1	4	17	8/26/2018	3:00 AM	SINGLE VEHICLE	N	N	3	1	13
9	6/5/2017	9:10 PM	SIDESWIPE	N	N	3	2	6	18	11/11/2018	3:07 AM	SINGLE VEHICLE	N	Y	2	1	12

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

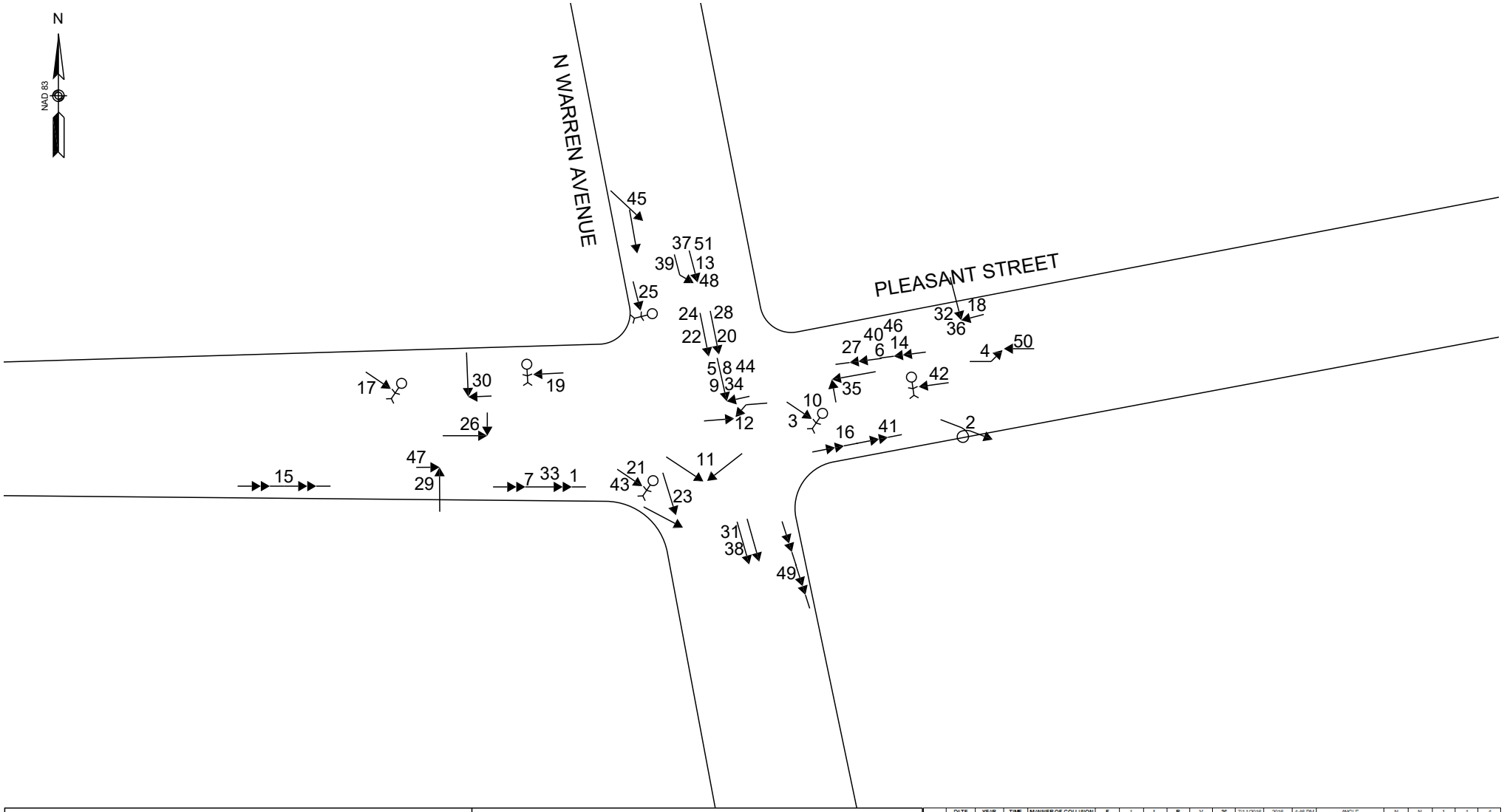
0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS LOCATION: BROCKTON, MA

JOB NUMBER: 28386.00 DATE: JULY 2019 BY: CK



SYMBOLS

ANGLE

BACKING

FIXED OBJECT

HEAD ON

OUT OF CONTROL

PEDESTRIAN

REAR END

SIDE SWIPE

TURNING MOVE

CHANGE LANE

FATAL ACCIDENT

INJURY ACCIDENT

VEHICLE

ANIMAL

FATALITY F

PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

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4. RAN TRAFFIC SIGNAL
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6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

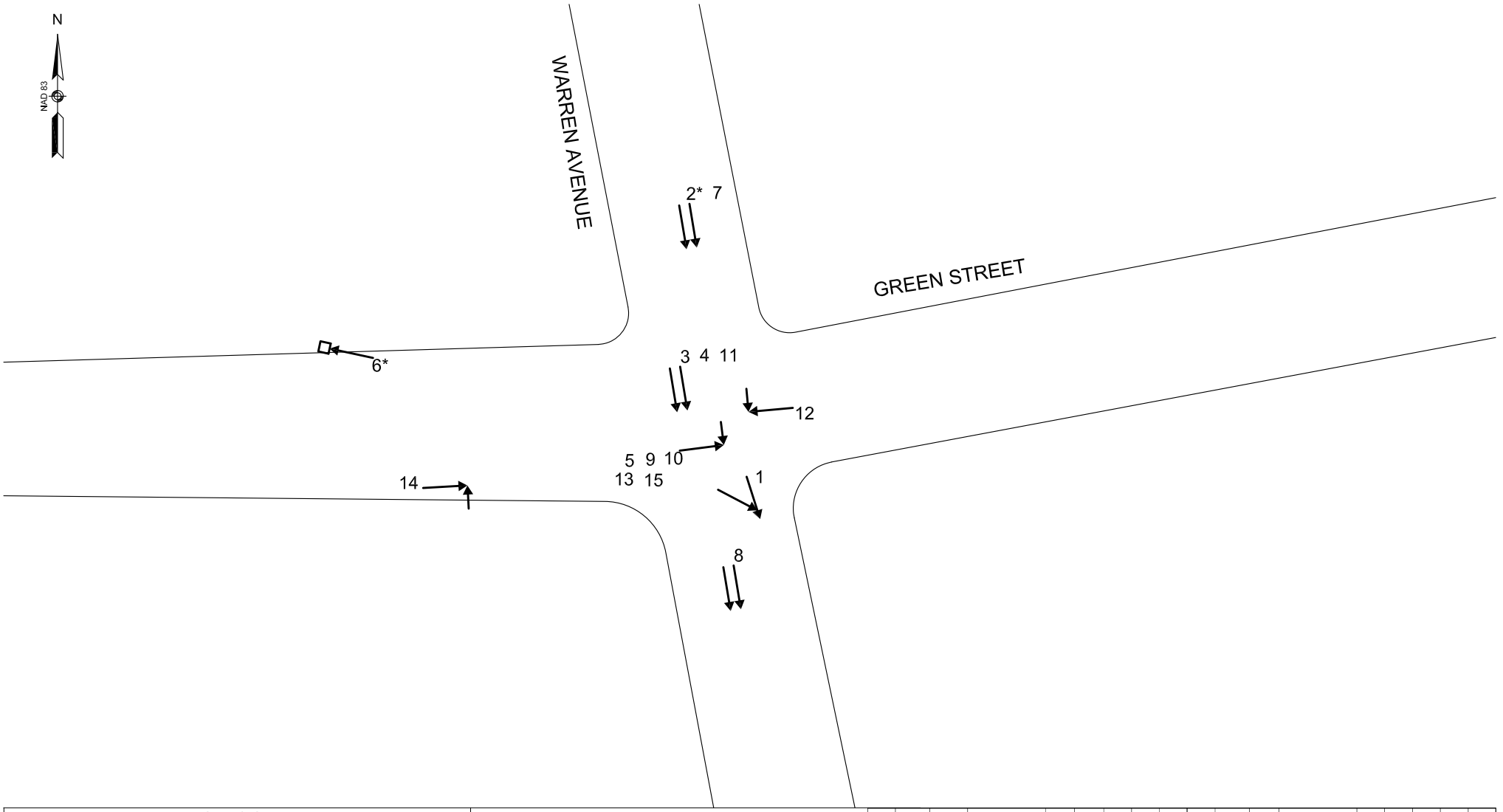
*EXACT LOCATION UNKNOWN

	DATE	YEAR	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/2/2014	2014	12:36 AM	REAR END	N	N	3	1	19
2	2/16/2014	2014	12:01 PM	SINGLE VEHICLE	N	N	1	2	10
3	2/27/2014	2014	2:09 PM	SINGLE VEHICLE	N	Y	1	3	19
4	4/15/2014	2014	5:49 PM	ANGLE	N	N	1	2	1
5	5/28/2014	2014	6:03 AM	ANGLE	N	Y	1	2	99
6	6/7/2014	2014	10:02 AM	REAR END	N	Y	1	1	19
7	8/9/2014	2014	4:08 PM	REAR END	N	N	1	1	19
8	8/19/2014	2014	11:12 PM	ANGLE	N	Y	3	1	99
9	9/24/2014	2014	8:05 AM	ANGLE	N	Y	1	1	19
10	10/3/2014	2014	9:38 PM	SINGLE VEHICLE	N	Y	3	2	99
11	10/3/2014	2014	10:27 PM	ANGLE	N	N	3	2	99
12	1/9/2015	2015	6:39 PM	ANGLE	N	Y	3	2	4
13	1/18/2015	2015	12:04 AM	ANGLE	N	N	3	1	6
14	5/4/2015	2015	2:50 PM	REAR END	N	Y	1	1	19
15	6/13/2015	2015	4:39 PM	REAR END	N	N	1	1	5
16	7/18/2015	2015	10:49 PM	REAR END	N	N	3	1	5
17	8/3/2015	2015	8:55 PM	PEDESTRIAN	N	N	3	1	3
18	8/20/2015	2015	9:41 PM	ANGLE	N	N	3	1	99
19	11/11/2015	2015	6:26 PM	PEDESTRIAN	N	Y	3	2	3
20	12/24/2015	2015	11:53 PM	SIDESWIPE	N	N	3	1	99
21	2/12/2016	2016	1:42 AM	PEDESTRIAN	N	Y	3	1	10
22	3/19/2016	2016	4:35 PM	SIDESWIPE	N	N	1	1	99
23	3/23/2016	2016	2:26 PM	ANGLE	N	N	1	1	6
24	3/29/2016	2016	5:40 PM	SIDESWIPE	N	N	1	1	6
25	5/10/2016	2016	10:20 PM	BICYCLE	N	Y	3	1	1
26	7/11/2016	2016	4:46 PM	ANGLE	N	N	1	1	4
27	8/3/2016	2016	9:37 PM	REAR END	N	N	3	1	97
28	8/7/2016	2016	5:26 PM	SIDESWIPE	N	N	1	1	4
29	8/22/2016	2016	4:20 PM	ANGLE	N	N	1	1	4
30	10/23/2016	2016	10:41 AM	ANGLE	N	Y	1	1	4
31	11/6/2016	2016	11:34 PM	SIDESWIPE	N	N	3	1	9
32	11/29/2016	2016	5:19 PM	ANGLE	N	N	3	2	97
33	12/1/2016	2016	6:13 PM	REAR END	N	N	3	1	99
34	12/9/2016	2016	12:19 AM	ANGLE	N	N	3	1	99
35	1/12/2017	2017	9:42 AM	ANGLE	N	N	1	2	1
36	2/20/2017	2017	5:54 PM	ANGLE	N	N	2	1	4
37	2/22/2017	2017	6:27 AM	ANGLE	N	N	2	1	4
38	3/1/2017	2017	10:07 AM	SIDESWIPE	N	N	1	1	4
39	3/21/2017	2017	1:06 PM	ANGLE	N	N	1	1	9
40	4/23/2017	2017	12:01 AM	REAR END	N	N	3	2	5
41	5/21/2017	2017	12:30 AM	REAR END	N	N	3	1	5
42	8/9/2017	2017	5:36 PM	BICYCLE	N	Y	1	1	1
43	10/11/2017	2017	9:33 AM	PEDESTRIAN	N	Y	1	1	1
44	12/9/2017	2017	6:22 AM	ANGLE	N	Y	3	1	99
45	1/9/2018	2018	5:49 PM	ANGLE	N	N	3	2	99
46	1/19/2018	2018	9:07 PM	REAR END	N	Y	3	1	99
47	2/27/2018	2018	5:11 PM	SIDESWIPE	N	Y	1	1	4
48	4/27/2018	2018	9:42 AM	ANGLE	N	N	1	1	9
49	5/19/2018	2018	11:06 AM	REAR END	N	Y	1	1	99
50	8/6/2018	2018	4:22 PM	ANGLE	N	Y	1	1	4
51	8/29/2018	2018	8:14 PM	ANGLE	N	N	3	1	9

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

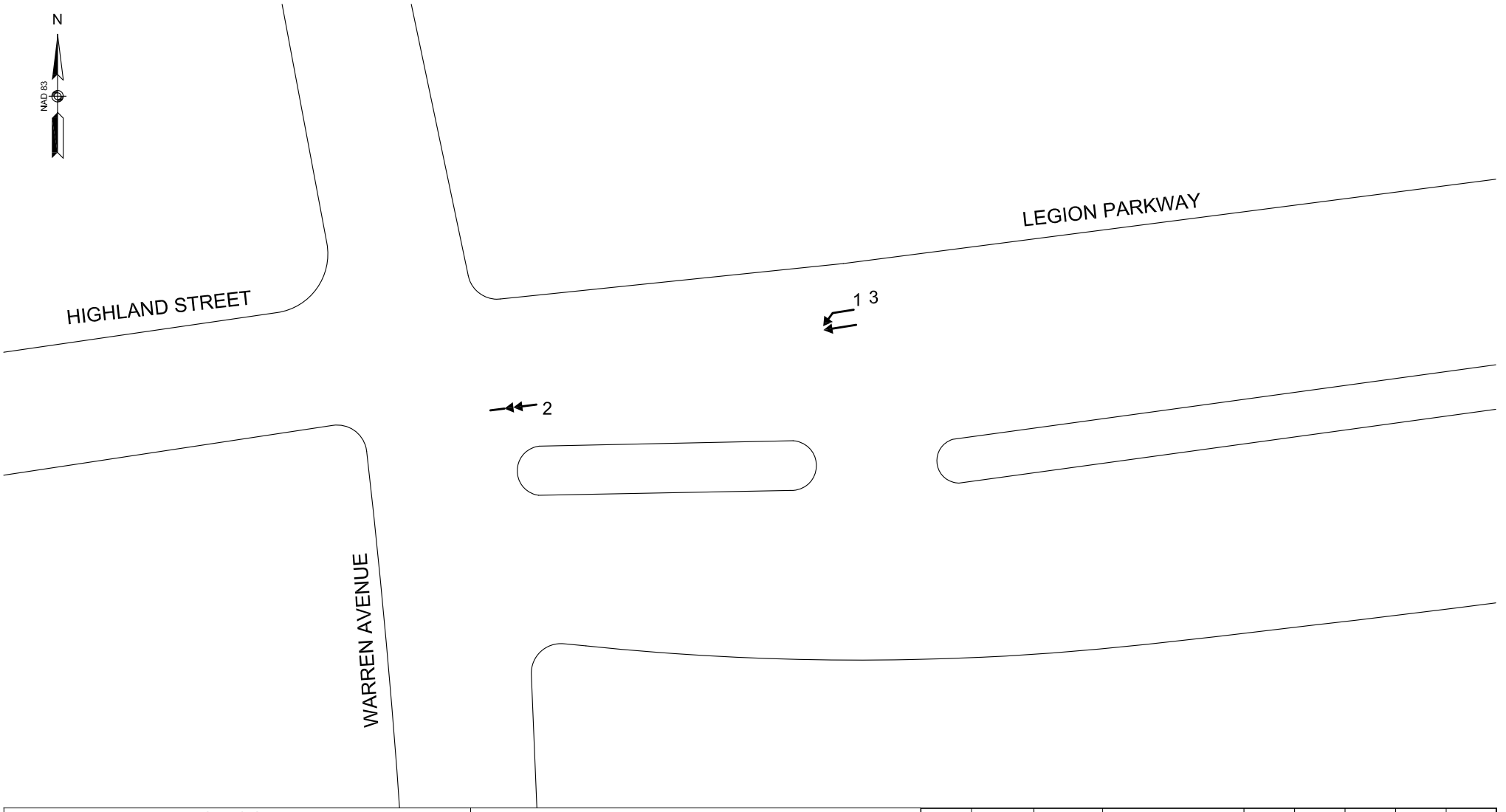
	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	6/22/2014	7:19 PM	ANGLE	N	N	1	1	2
2	3/11/2015	5:58 PM	SIDESWIPE	N	N	1	1	13
3	3/14/2015	12:31 PM	SIDESWIPE	N	N	1	2	6
4	5/8/2015	7:06 PM	SIDESWIPE	N	N	3	1	8
5	10/15/2015	12:05 PM	ANGLE	N	Y	1	1	2
6	12/28/2015	6:49 PM	SINGLE VEHICLE	N	N	3	1	12
7	1/22/2016	5:36 PM	SIDESWIPE	N	Y	3	1	6

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
8	3/10/2016	7:21 PM	SIDESWIPE	N	N	3	2	2
9	7/1/2016	5:27 PM	ANGLE	N	N	1	1	2
10	9/5/2016	5:01 PM	ANGLE	N	N	1	1	2
11	1/4/2017	8:34 PM	SIDESWIPE	N	N	3	2	8
12	11/7/2017	9:08 AM	ANGLE	N	Y	1	1	2
13	3/19/2018	2:30 PM	ANGLE	N	N	1	1	3
14	7/31/2018	11:53 AM	ANGLE	N	N	1	1	13
15	8/23/2018	12:09 PM	ANGLE	N	N	1	1	2

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
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4. RAN TRAFFIC SIGNAL
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9. IMPROPER BACKING
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12. RECKLESS DRIVING
13. DISTRACTED

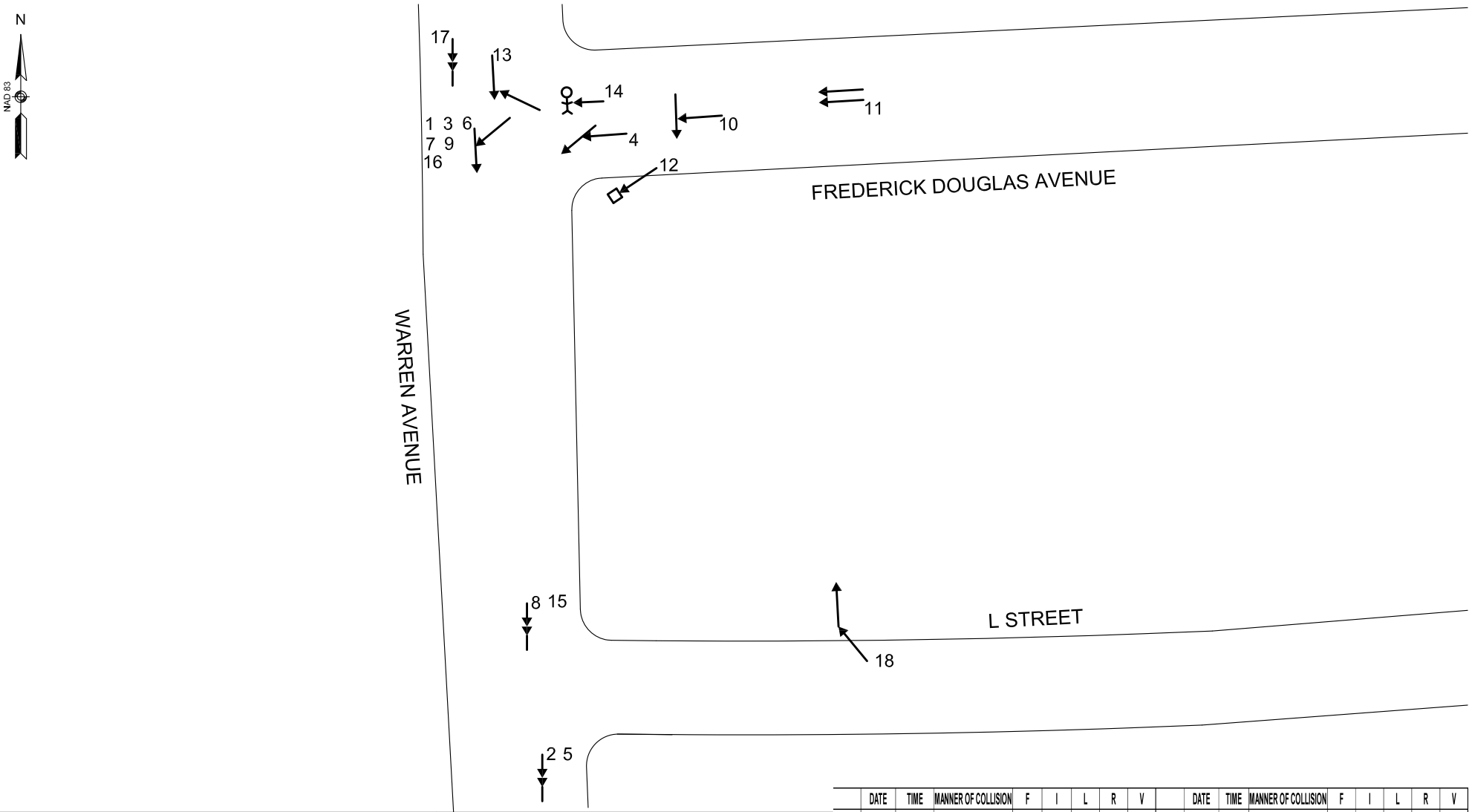
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	5/14/2014	6:53 PM	SIDESWIPE	N	N	1	1	6
2	7/23/2017	6:19 PM	REAR END	N	N	1	1	6
3	8/4/2018	9:35 PM	ANGLE	N	N	3	1	6

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V		DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/14/2014	9:00 AM	ANGLE	N	N	1	1	2	10	6/13/2015	12:25 AM	BICYCLE	N	Y	3	1	0
2	3/14/2014	11:54 AM	REAR END	N	Y	1	1	5	11	4/28/2016	10:16 AM	SIDESWIPE	N	N	1	1	8
3	3/18/2014	3:45 PM	ANGLE	N	N	1	1	4	12	11/7/2016	9:34 AM	ANGLE	N	Y	1	1	12
4	8/22/2014	8:33 AM	ANGLE	N	N	1	2	8	13	7/5/2017	12:06 AM	HEAD ON	N	N	1	1	7
5	10/9/2014	12:14 PM	REAR END	N	Y	1	1	5	14	12/6/2017	10:21 AM	PEDESTRIAN	N	Y	1	2	11
6	11/13/2014	8:25 AM	ANGLE	N	N	1	1	2	15	1/25/2018	8:25 AM	REAR END	N	Y	1	1	2
7	1/1/2015	5:15 PM	ANGLE	N	N	3	1	4	16	3/19/2018	11:35 AM	ANGLE	N	Y	1	1	2
8	1/16/2015	2:12 PM	REAR END	N	N	1	1	6	17	4/28/2018	12:06 AM	REAR END	N	N	3	1	5
9	5/17/2015	8:01 PM	ANGLE	N	N	3	1	4	18	12/4/2018	3:52 PM	REAR END	N	Y	1	1	10

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

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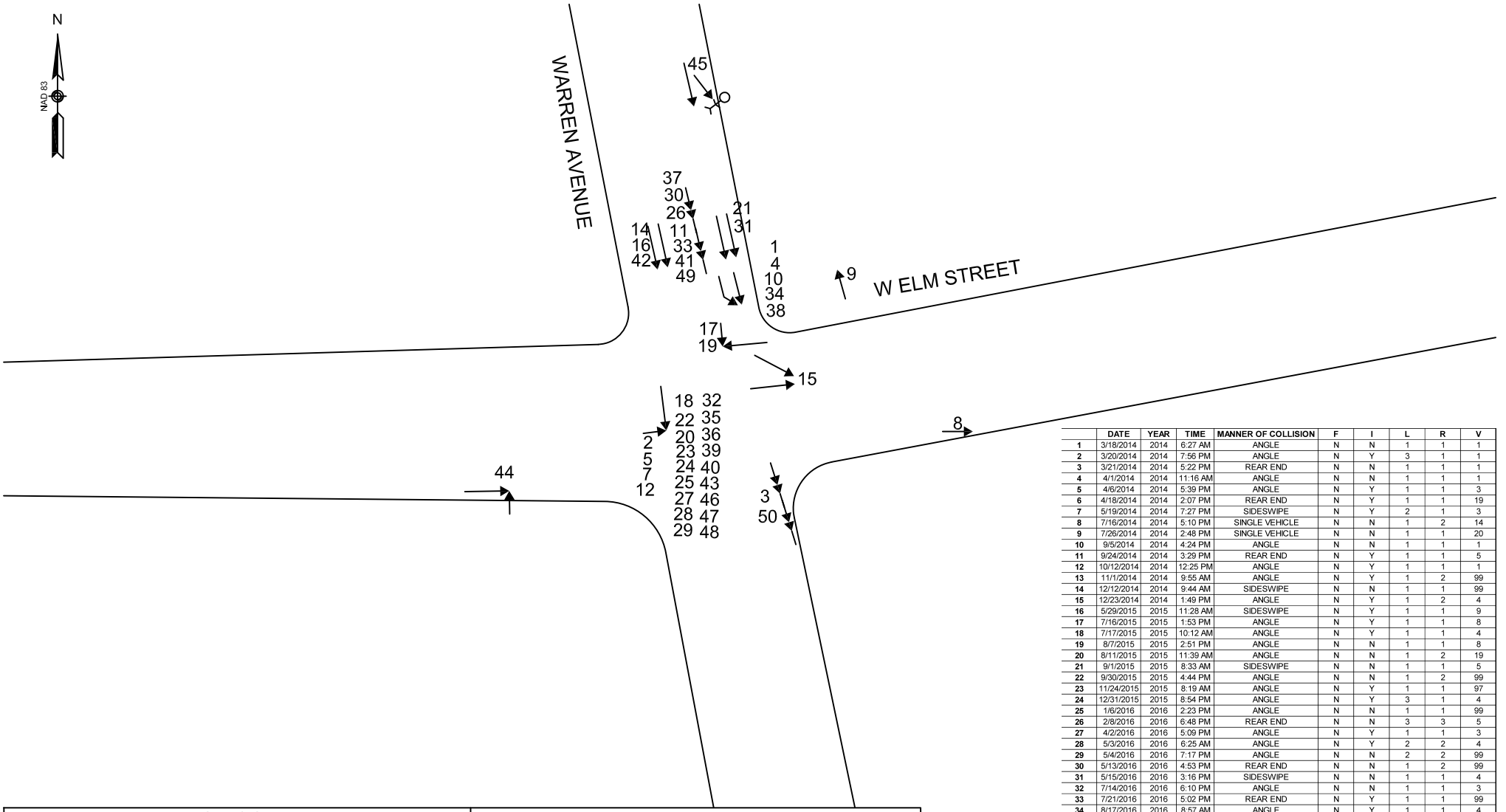
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS LOCATION: BROCKTON, MA

JOB NUMBER: 28386.00 DATE: JULY 2019 BY: CK



	DATE	YEAR	TIME	MANNER OF COLLISION	F	I	L	R	V
1	3/18/2014	2014	6:27 AM	ANGLE	N	N	1	1	1
2	3/20/2014	2014	7:56 PM	ANGLE	N	Y	3	1	1
3	3/21/2014	2014	5:22 PM	REAR END	N	N	1	1	1
4	4/1/2014	2014	11:16 AM	ANGLE	N	N	1	1	1
5	4/6/2014	2014	5:39 PM	ANGLE	N	Y	1	1	3
6	4/18/2014	2014	2:07 PM	REAR END	N	Y	1	1	19
7	5/19/2014	2014	7:27 PM	SIDESWIPE	N	Y	2	1	3
8	7/16/2014	2014	5:10 PM	SINGLE VEHICLE	N	N	1	2	14
9	7/26/2014	2014	2:48 PM	SINGLE VEHICLE	N	N	1	1	20
10	9/5/2014	2014	4:24 PM	ANGLE	N	N	1	1	1
11	9/24/2014	2014	3:29 PM	REAR END	N	Y	1	1	5
12	10/12/2014	2014	12:25 PM	ANGLE	N	Y	1	1	1
13	11/1/2014	2014	9:55 AM	ANGLE	N	Y	1	2	99
14	12/12/2014	2014	9:44 AM	SIDESWIPE	N	N	1	1	99
15	12/23/2014	2014	1:49 PM	ANGLE	N	Y	1	2	4
16	5/29/2015	2015	11:28 AM	SIDESWIPE	N	Y	1	1	9
17	7/16/2015	2015	1:53 PM	ANGLE	N	Y	1	1	8
18	7/17/2015	2015	10:12 AM	ANGLE	N	Y	1	1	4
19	8/7/2015	2015	2:51 PM	ANGLE	N	N	1	1	8
20	8/11/2015	2015	11:39 AM	ANGLE	N	N	1	2	19
21	9/1/2015	2015	8:33 AM	SIDESWIPE	N	N	1	1	5
22	9/30/2015	2015	4:44 PM	ANGLE	N	N	1	2	99
23	11/24/2015	2015	8:19 AM	ANGLE	N	Y	1	1	97
24	12/31/2015	2015	8:54 PM	ANGLE	N	Y	3	1	4
25	1/6/2016	2016	2:23 PM	ANGLE	N	N	1	1	99
26	2/8/2016	2016	6:48 PM	REAR END	N	N	3	3	5
27	4/2/2016	2016	5:09 PM	ANGLE	N	Y	1	1	3
28	5/3/2016	2016	6:25 AM	ANGLE	N	Y	2	2	4
29	5/4/2016	2016	7:17 PM	ANGLE	N	N	2	2	99
30	5/13/2016	2016	4:53 PM	REAR END	N	N	1	2	99
31	5/15/2016	2016	3:16 PM	SIDESWIPE	N	N	1	1	4
32	7/14/2016	2016	6:10 PM	ANGLE	N	N	1	1	3
33	7/21/2016	2016	5:02 PM	REAR END	N	Y	1	1	99
34	8/17/2016	2016	8:57 AM	ANGLE	N	Y	1	1	4
35	10/7/2016	2016	10:35 AM	ANGLE	N	Y	1	1	10
36	11/30/2016	2016	12:17 PM	ANGLE	N	Y	1	2	3
37	1/7/2017	2017	12:16 PM	REAR END	N	N	1	3	5
38	1/30/2017	2017	10:34 AM	ANGLE	N	N	1	1	99
39	2/19/2017	2017	6:07 PM	ANGLE	N	N	3	1	19
40	2/24/2017	2017	7:35 AM	ANGLE	N	Y	1	2	99
41	3/9/2017	2017	5:54 PM	REAR END	N	N	3	1	99
42	4/3/2017	2017	7:10 AM	SIDESWIPE	N	N	1	1	9
43	5/17/2017	2017	6:37 PM	ANGLE	N	N	1	1	99
44	10/4/2017	2017	5:20 PM	ANGLE	N	N	1	1	99
45	10/26/2017	2017	1:18 PM	PEDESTRIAN	N	Y	1	2	1
46	11/25/2017	2017	8:25 AM	ANGLE	N	Y	1	1	3
47	3/31/2018	2018	2:40 AM	SIDESWIPE	N	N	3	2	99
48	7/16/2018	2018	12:35 AM	ANGLE	N	N	3	1	99
49	8/4/2018	2018	1:55 PM	REAR END	N	N	1	2	5
50	9/9/2018	2018	5:04 AM	REAR END	N	Y	3	1	99

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

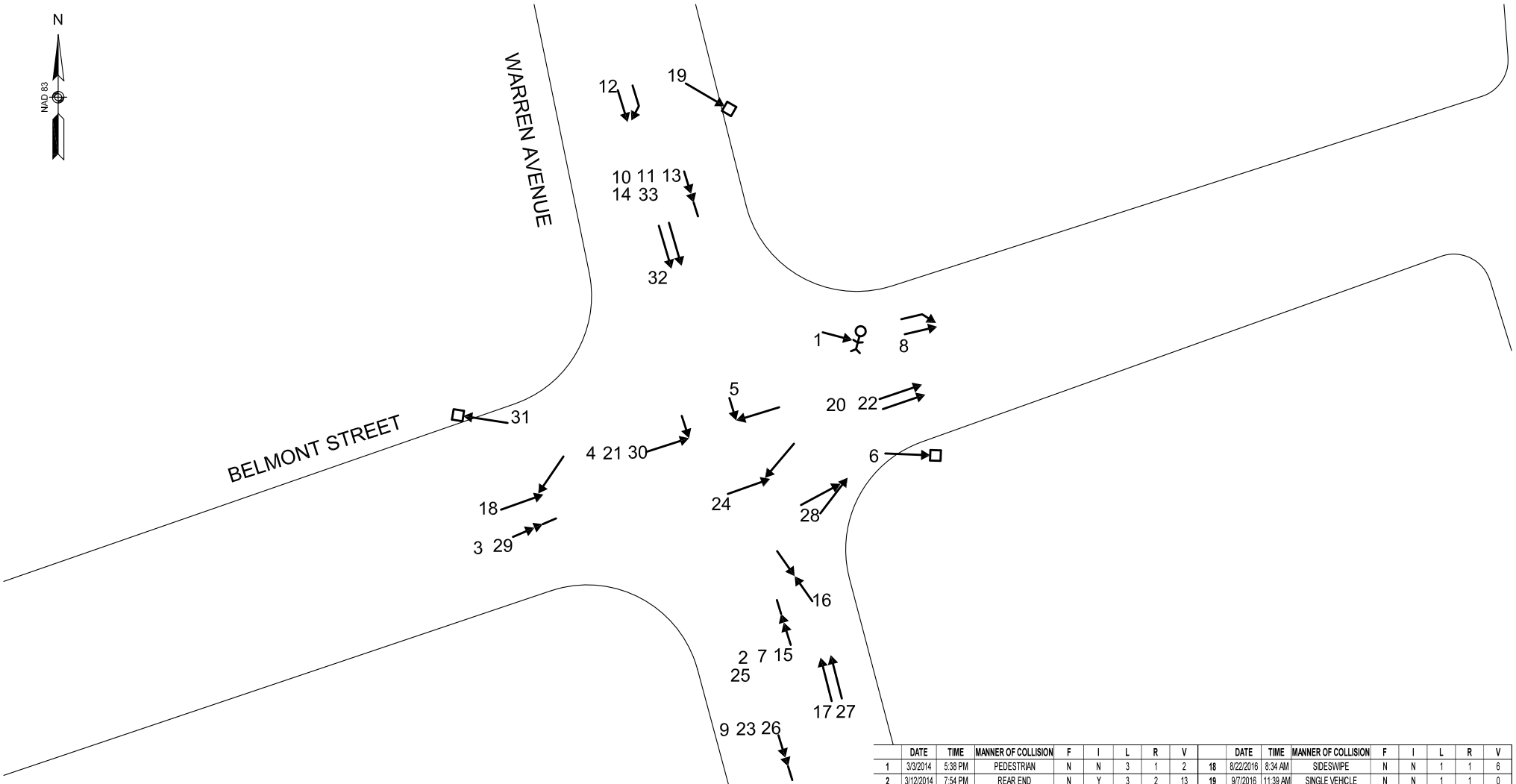
0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE, BACKING, FIXED OBJECT, HEAD ON, OUT OF CONTROL

PEDESTRIAN, REAR END, SIDE SWIPE, TURNING MOVE, CHANGE LANE

FATAL ACCIDENT, INJURY ACCIDENT, VEHICLE, ANIMAL, FATALITY F, PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

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2. WET
3. SNOW OR ICY
4. OTHER

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10. HAD BEEN DRINKING
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13. DISTRACTED

*EXACT LOCATION UNKNOWN

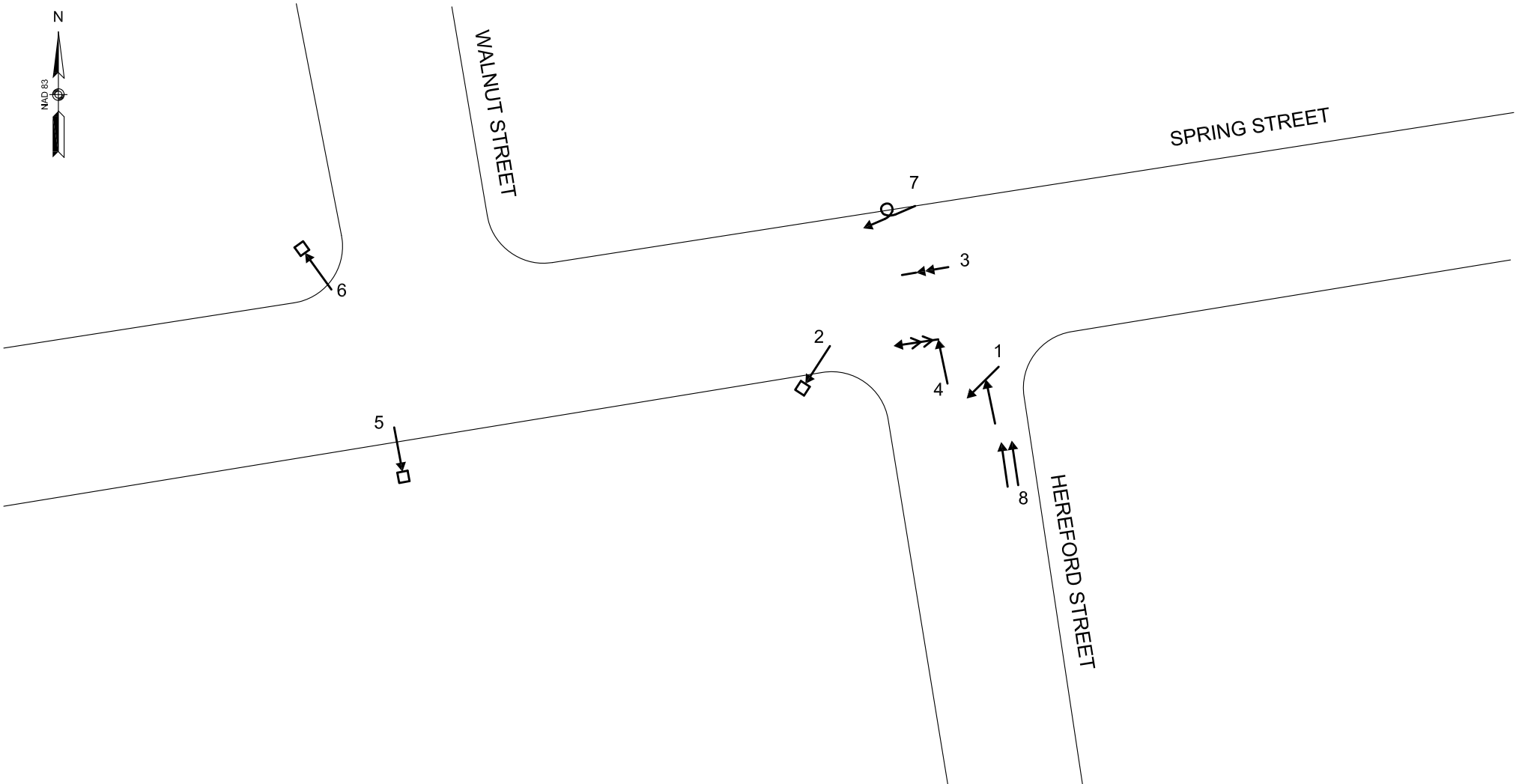
	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	3/3/2014	5:38 PM	PEDESTRIAN	N	N	3	1	2
2	3/12/2014	7:54 PM	REAR END	N	Y	3	2	13
3	4/15/2014	6:52 AM	REAR END	N	Y	1	2	13
4	5/18/2014	4:50 PM	ANGLE	N	Y	1	1	4
5	5/21/2014	2:03 PM	SIDESWIPE	N	Y	1	1	4
6	5/25/2014	12:32 AM	SINGLE VEHICLE	N	N	1	1	8
7	7/5/2014	2:57 AM	REAR END	N	Y	3	2	5
8	8/38/14	7:25 AM	SIDESWIPE	N	N	1	1	6
9	10/22/2014	8:52 AM	REAR END	N	N	1	2	13
10	12/27/2014	12:44 PM	REAR END	N	Y	1	1	5
11	1/24/2015	7:15 PM	REAR END	N	N	3	3	0
12	3/22/2015	11:14 AM	ANGLE	N	N	1	1	6
13	7/4/2015	4:25 PM	REAR END	N	N	1	1	5
14	8/5/2015	7:00 PM	REAR END	N	Y	1	1	13
15	9/2/2015	9:08 AM	REAR END	N	Y	1	1	12
16	9/25/2015	11:02 PM	HEAD ON	N	N	3	1	10
17	11/5/2015	11:32 AM	SIDESWIPE	N	N	1	1	2

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
18	8/22/2016	8:34 AM	SIDESWIPE	N	N	1	1	6
19	9/7/2016	11:39 AM	SINGLE VEHICLE	N	N	1	1	0
20	10/11/2016	6:55 PM	SIDESWIPE	N	Y	3	1	4
21	12/2/2016	6:25 PM	SIDESWIPE	N	Y	3	2	4
22	1/14/2017	4:07 PM	SIDESWIPE	N	N	1	1	2
23	1/25/2017	5:35 PM	REAR END	N	N	3	1	5
24	3/23/2017	5:45 AM	ANGLE	N	N	1	1	4
25	3/25/2017	11:18 AM	REAR END	N	Y	1	2	5
26	4/17/2018	12:54 PM	REAR END	N	N	1	1	6
27	5/23/2018	1:28 PM	SIDESWIPE	N	N	1	1	2
28	5/30/2018	3:00 PM	ANGLE	N	N	1	1	2
29	6/28/2018	1:28 PM	REAR END	N	N	1	2	5
30	11/9/2018	6:52 AM	ANGLE	N	Y	1	1	4
31	11/14/2018	3:03 PM	SINGLE VEHICLE	N	N	1	1	8
32	12/6/2018	4:47 PM	SIDESWIPE	N	N	3	1	8
33	12/11/2018	5:16 PM	REAR END	N	N	3	1	5

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	3/6/2015	8:53 AM	ANGLE	N	N	1	3	2
2	7/24/2015	3:28 PM	SINGLE VEHICLE	N	N	1	1	13
3	8/22/2015	2:08 AM	REAR END	N	N	3	1	5
4	8/5/2016	7:21 AM	ANGLE	N	N	1	1	9
5	12/5/2016	1:37 PM	SINGLE VEHICLE	N	N	1	2	0
6	2/6/2017	1:58 PM	SINGLE VEHICLE	N	Y	1	1	10
7	3/14/2018	1:11 AM	SINGLE VEHICLE	N	N	3	3	1
8	11/8/2018	5:55 AM	SIDESWIPE	N	Y	1	1	6

COLLISION DIAGRAM

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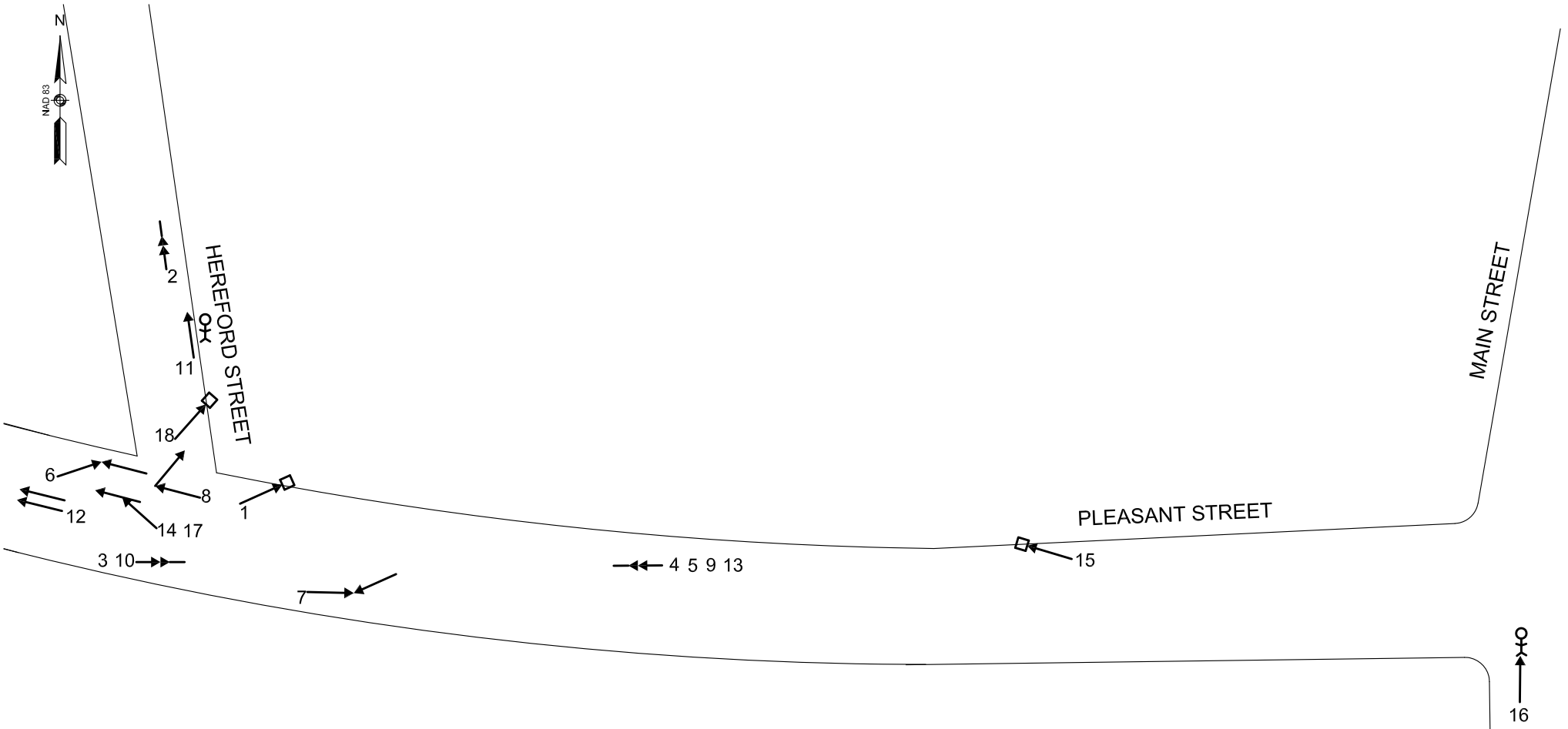

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V		DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/27/2014	12:08 PM	SINGLE VEHICLE	N	N	1	2	13	10	8/25/2016	6:54 PM	REAR END	N	N	1	1	13
2	4/10/2014	8:03 AM	REAR END	N	N	1	1	5	11	9/2/2016	2:29 PM	PEDESTRIAN	N	Y	1	1	11
3	6/28/2014	8:23 PM	REAR END	N	Y	3	1	13	12	4/10/2017	8:55 AM	SIDESWIPE	N	N	1	1	6
4	12/5/2014	5:37 PM	REAR END	N	Y	3	1	5	13	4/15/2017	12:48 PM	REAR END	N	N	1	1	5
5	7/16/2015	5:16 PM	REAR END	N	Y	1	1	5	14	9/16/2017	5:52 PM	SIDESWIPE	N	N	1	1	6
6	9/23/2015	8:02 PM	ANGLE	N	N	3	1	0	15	12/16/2017	12:12 PM	SINGLE VEHICLE	N	Y	1	1	0
7	1/3/2016	6:28 PM	HEAD ON	N	Y	2	1	13	16	1/15/2018	4:31 PM	PEDESTRIAN	N	Y	1	1	2
8	3/11/2016	8:33 AM	ANGLE	N	N	1	2	2	17	2/17/2018	10:48 AM	ANGLE	N	N	1	1	13
9	6/2/2016	2:41 PM	REAR END	N	N	1	1	5	18	7/10/2018	2:26 AM	SINGLE VEHICLE	N	N	3	1	0

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

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SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

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0. NO VIOLATIONS
1. SPEED TOO FAST
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3. RAN STOP SIGN
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13. DISTRACTED

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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	9/24/2014	11:11 AM	ANGLE	N	N	1	1	6
2	12/23/2014	9:02 AM	PEDESTRIAN	N	Y	1	2	2
3	5/21/2015	11:57 AM	SIDESWIPE	N	N	1	1	8
4	4/26/2016	8:15 PM	ANGLE	N	N	3	1	13
5	6/6/2016	12:23 PM	PEDESTRIAN	N	N	1	1	2
6	8/6/2016	2:59 PM	ANGLE	N	N	1	1	2
7	9/4/2016	7:44 PM	ANGLE	N	Y	3	1	13
8	10/23/2018	5:18 PM	HEAD ON	N	Y	1	2	7

COLLISION DIAGRAM

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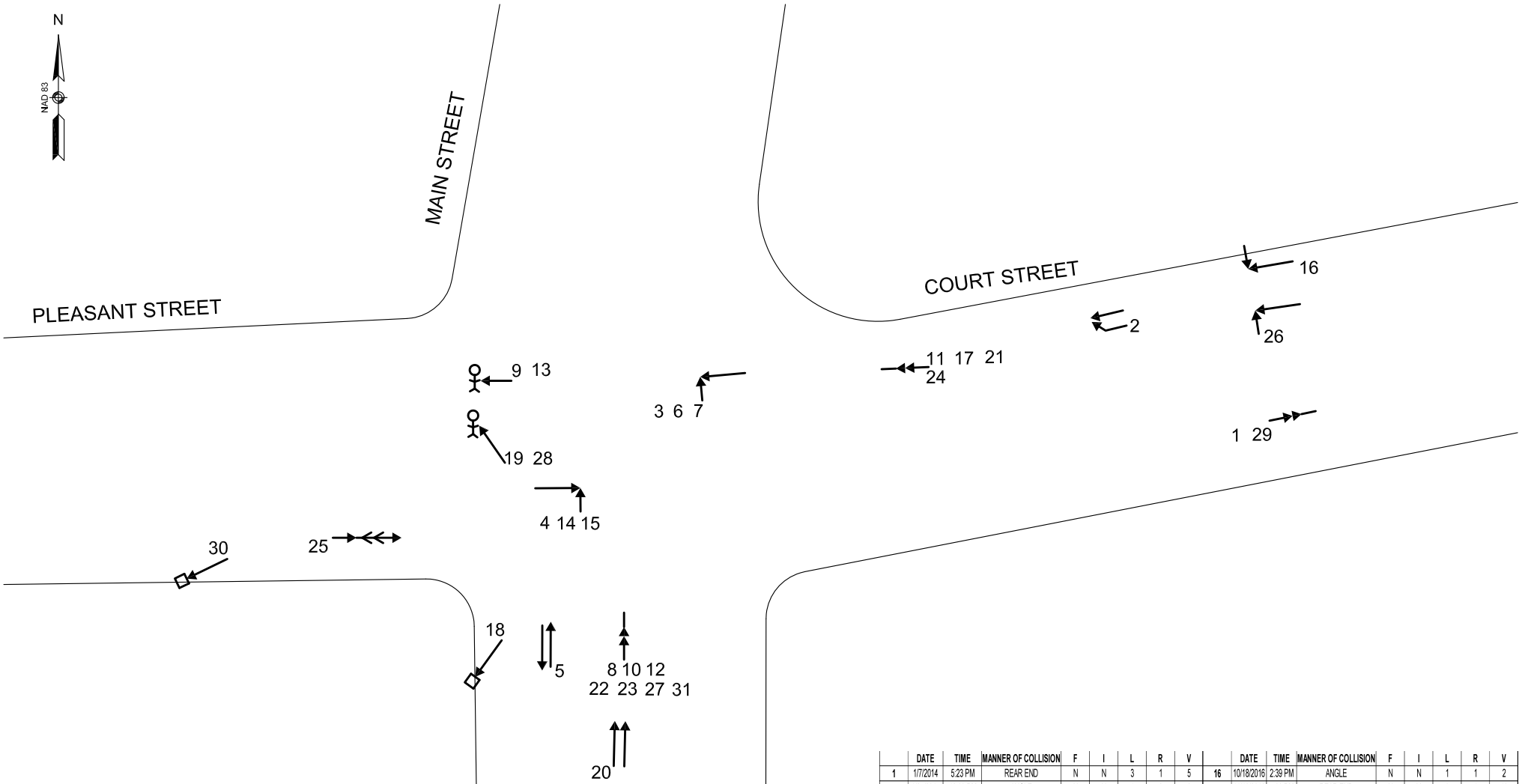

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/7/2014	5:23 PM	REAR END	N	N	3	1	5
2	1/27/2014	12:03 PM	ANGLE	N	N	1	2	6
3	2/23/2014	12:56 AM	SIDESWIPE	N	Y	3	1	4
4	5/5/2014	11:01 PM	ANGLE	N	N	3	1	4
5	1/15/2015	4:31 PM	SIDESWIPE	N	Y	3	3	7
6	2/10/2015	4:25 PM	ANGLE	N	N	1	2	2
7	4/18/2015	6:52 AM	ANGLE	N	Y	1	1	4
8	5/4/2015	11:38 PM	REAR END	N	Y	3	1	5
9	7/4/2015	5:03 PM	PEDESTRIAN	N	Y	1	1	11
10	7/5/2015	9:59 PM	REAR END	N	Y	3	1	12
11	3/27/2016	8:31 PM	REAR END	N	Y	3	1	5
12	4/6/2016	3:53 PM	REAR END	N	Y	1	1	5
13	4/26/2016	1:47 PM	PEDESTRIAN	N	Y	1	2	11
14	6/26/2016	1:24 AM	ANGLE	N	Y	3	1	4
15	7/26/2016	5:09 AM	ANGLE	N	Y	3	1	2

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
16	10/18/2016	2:39 PM	ANGLE	N	N	1	1	2
17	11/19/2016	5:00 PM	REAR END	N	Y	3	1	13
18	12/31/2016	3:50 AM	SINGLE VEHICLE	N	N	3	1	12
19	2/16/2017	10:21 AM	PEDESTRIAN	N	Y	1	1	11
20	4/13/2017	1:05 PM	SIDESWIPE	N	Y	1	1	2
21	8/8/2017	11:40 AM	REAR END	N	Y	1	1	1
22	8/23/2017	8:16 PM	REAR END	N	N	3	1	5
23	9/4/2017	12:24 AM	REAR END	N	N	3	1	5
24	9/5/2017	3:53 PM	REAR END	N	Y	1	1	5
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29	11/13/2018	4:48 PM	REAR END	N	N	3	2	5
30	12/23/2018	5:57 PM	SINGLE VEHICLE	N	N	3	1	12
31	12/31/2018	9:11 PM	REAR END	N	N	3	2	5

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
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COLLISION DIAGRAM

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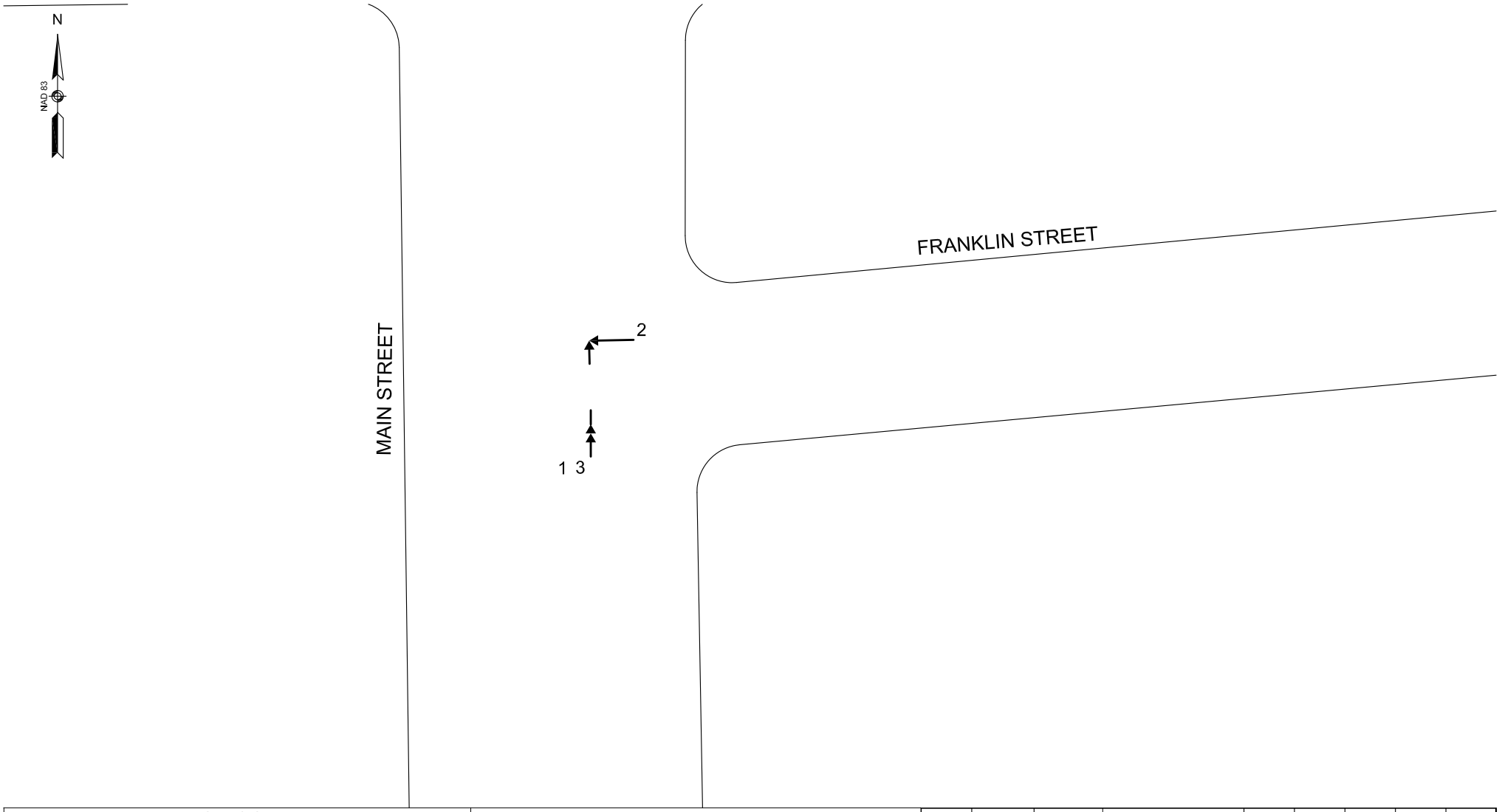

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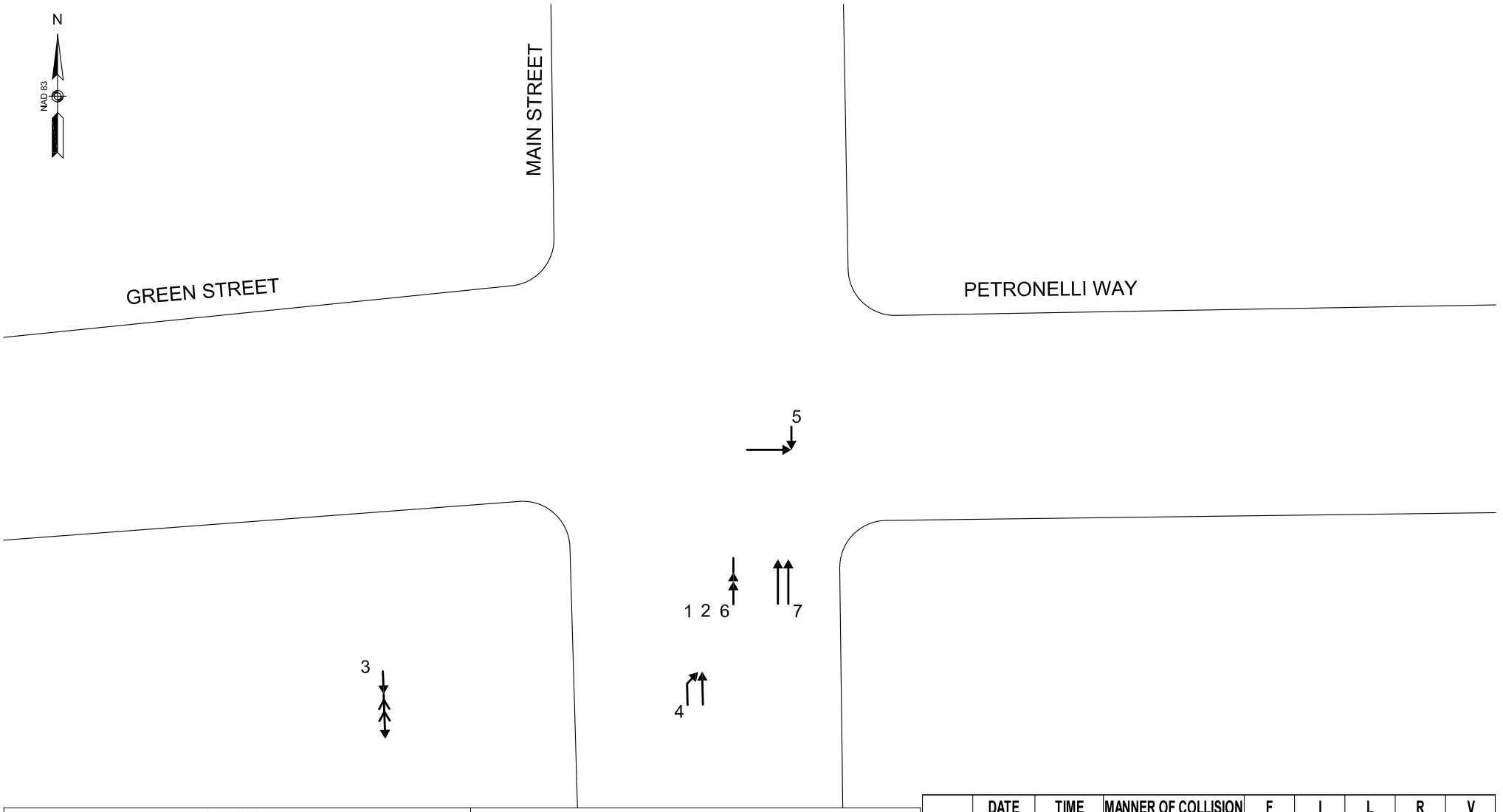
2	1/29/2015	7:53 AM	ANGLE	N	N	1	3	1
3	11/7/2016	1:25 PM	REAR END	N	N	1	1	5

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

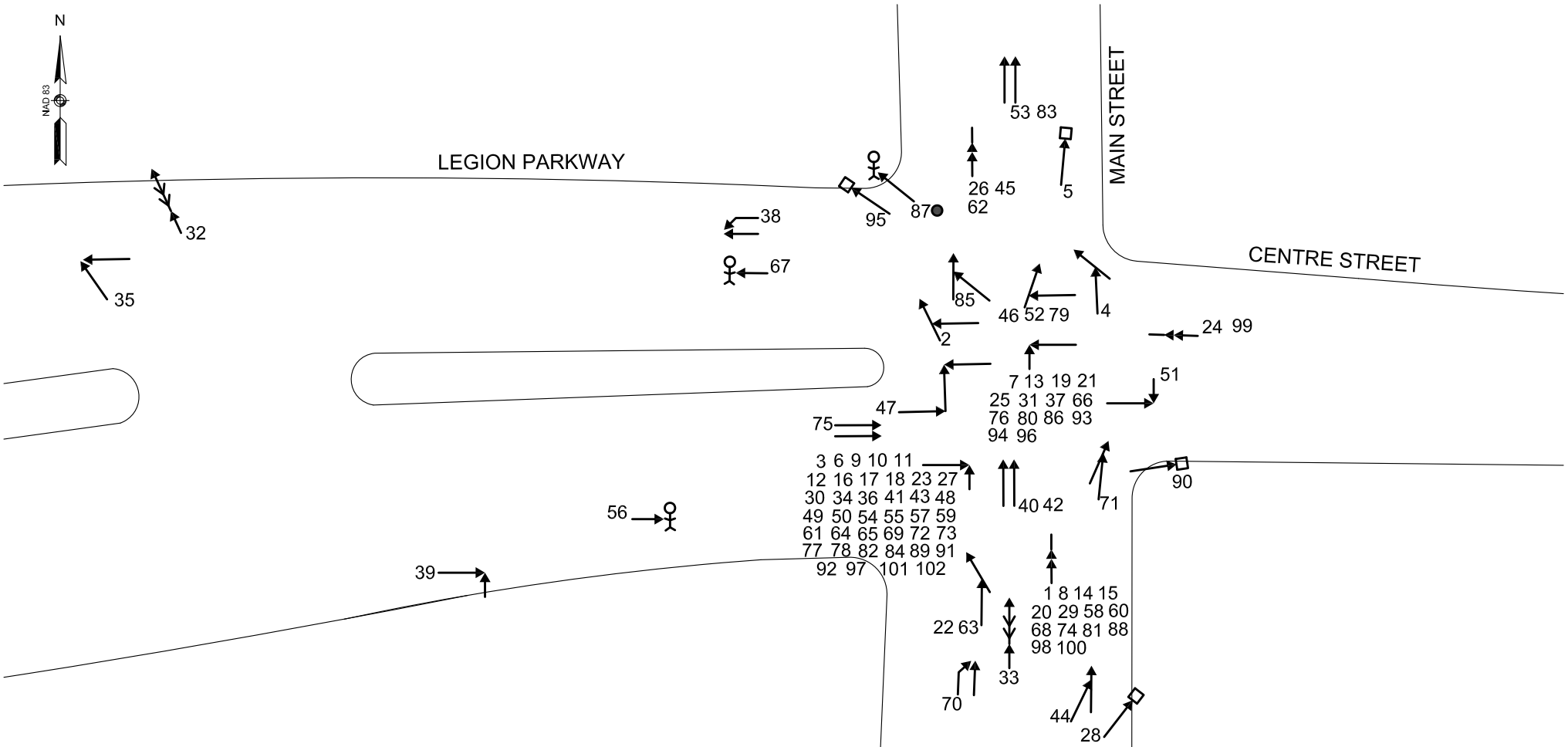
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	5/30/2015	9:49 PM	REAR END	N	N	3	1	5
2	1/13/2016	1:59 PM	REAR END	N	N	1	1	5
3	7/6/2016	9:43 AM	SINGLE VEHICLE	N	N	1	1	9
4	11/18/2016	3:45 PM	SIDESWIPE	N	Y	1	1	6
5	3/31/2018	3:21 PM	BICYCLE	N	N	1	1	7
6	12/2/2018	4:35 PM	REAR END	N	N	3	2	5
7	12/20/2018	4:41 PM	SIDESWIPE	N	Y	3	1	6

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/5/2014	1:50 AM	REAR END	N	Y	3	3	5
2	2/14/2014	7:40 PM	ANGLE	N	N	3	2	4
3	3/2/2014	1:14 AM	ANGLE	N	Y	1	1	4
4	3/9/2014	9:10 AM	ANGLE	N	N	3	1	4
5	4/24/2014	11:30 PM	SINGLE VEHICLE	N	N	3	1	13
6	5/18/2014	8:09 PM	ANGLE	N	N	1	1	4
7	6/2/2014	11:51 PM	BICYCLE	N	Y	3	1	4
8	6/5/2014	1:54 PM	REAR END	N	Y	1	1	5
9	7/3/2014	1:00 PM	ANGLE	N	N	1	1	4
10	7/3/2014	4:10 PM	ANGLE	N	Y	1	1	4
11	7/4/2014	11:55 AM	ANGLE	N	Y	1	1	3
12	7/15/2014	5:24 AM	ANGLE	N	Y	2	2	4
13	8/20/2014	5:22 AM	ANGLE	N	Y	3	1	4
14	8/20/2014	11:15 AM	REAR END	N	N	1	1	3
15	8/1/2014	8:31 AM	REAR END	N	Y	1	1	5
16	9/14/2014	5:55 PM	ANGLE	N	N	1	1	4
17	10/1/2014	1:02 PM	ANGLE	N	N	1	1	4
18	11/1/2014	8:28 PM	ANGLE	N	N	3	1	4
19	12/19/2014	12:08 AM	ANGLE	N	Y	3	1	4
20	12/22/2014	12:09 AM	REAR END	N	N	3	1	5
21	1/24/2015	10:19 PM	ANGLE	N	Y	3	2	4
22	2/16/2015	10:42 AM	SIDESWIPE	N	N	3	3	5
23	3/22/2015	4:21 PM	ANGLE	N	Y	1	1	4
24	3/26/2015	11:38 AM	REAR END	N	N	1	2	5
25	5/6/2015	2:12 PM	ANGLE	N	N	1	1	4
26	5/7/2015	1:07 PM	REAR END	N	N	1	1	5
27	5/14/2015	2:39 AM	ANGLE	N	N	1	1	4
28	5/19/2015	9:01 AM	SINGLE VEHICLE	N	N	1	2	3
29	5/24/2015	6:43 PM	REAR END	N	N	3	1	5
30	6/16/2015	12:05 PM	ANGLE	N	Y	1	1	2
31	6/17/2015	3:03 PM	ANGLE	N	Y	1	1	4
32	6/18/2015	2:38 PM	REAR TO REAR	N	Y	1	1	3
33	10/13/2015	7:54 AM	REAR END	N	N	1	2	3
34	11/17/2015	12:38 PM	ANGLE	N	Y	1	1	4
35	11/24/2015	8:38 PM	SIDESWIPE	N	Y	1	1	5
36	12/8/2015	8:12 PM	ANGLE	N	Y	1	1	4
37	12/4/2015	1:47 PM	ANGLE	N	Y	1	3	4
38	12/7/2015	8:47 AM	SIDESWIPE	N	N	1	1	2
39	12/5/2015	4:21 PM	ANGLE	N	N	1	1	2
40	4/5/2016	1:42 PM	SIDESWIPE	N	N	3	1	5
41	5/10/2016	1:30 PM	ANGLE	N	N	1	1	4
42	6/14/2016	7:29 PM	ANGLE	N	N	3	1	1
43	6/24/2016	12:38 PM	REAR END	N	Y	1	1	4
44	7/20/2016	2:40 AM	ANGLE	N	Y	3	1	13
45	8/2/2016	5:48 PM	REAR END	N	N	1	1	5
46	8/16/2016	2:52 PM	ANGLE	N	N	1	3	2
47	8/16/2016	5:38 PM	ANGLE	N	Y	1	1	4
48	8/22/2016	6:00 PM	ANGLE	N	N	1	1	4
49	9/4/2016	1:16 AM	ANGLE	N	N	3	1	4
50	9/4/2016	7:18 PM	BICYCLE	N	Y	1	1	4
51	9/7/2016	6:08 PM	ANGLE	N	N	1	2	3
52	9/7/2016	6:18 PM	ANGLE	N	N	1	2	3
53	9/7/2016	6:18 PM	SIDESWIPE	N	N	1	2	5
54	10/7/2016	1:42 PM	ANGLE	N	N	3	2	4
55	12/4/2016	5:12 PM	SIDESWIPE	N	N	3	1	4
56	12/6/2016	2:21 PM	PEDESTRIAN	N	Y	1	1	13
57	12/6/2016	5:58 PM	ANGLE	N	N	3	1	4
58	12/24/2016	2:41 AM	REAR END	N	N	1	1	5
59	12/24/2016	5:56 PM	ANGLE	N	N	3	3	4
60	1/12/2017	5:23 PM	REAR END	N	Y	3	1	5
61	1/20/2017	8:38 AM	ANGLE	N	Y	1	1	4
62	3/7/2017	4:35 PM	REAR END	N	N	1	2	12
63	4/1/2017	11:15 PM	SIDESWIPE	N	N	3	1	3
64	5/22/2017	9:18 AM	ANGLE	N	Y	1	2	4
65	5/24/2017	8:18 PM	ANGLE	N	N	1	1	4
66	7/10/2017	7:11 PM	ANGLE	N	Y	1	1	4
67	7/16/2017	5:58 PM	PEDESTRIAN	N	Y	1	1	11
68	7/26/2017	9:16 PM	REAR END	N	N	3	1	5
69	8/24/2017	5:52 PM	ANGLE	N	Y	1	1	4
70	8/25/2017	5:15 PM	SIDESWIPE	N	N	1	1	5
71	8/25/2017	12:26 PM	ANGLE	N	N	1	1	4
72	8/25/2017	5:55 PM	ANGLE	N	N	1	2	3
73	10/7/2017	5:58 PM	ANGLE	N	Y	3	1	4
74	10/8/2017	5:47 PM	REAR END	N	N	3	2	5
75	10/13/2017	7:27 AM	SIDESWIPE	N	N	1	1	3
76	11/6/2017	11:15 PM	ANGLE	N	Y	1	1	4
77	11/13/2017	11:25 AM	ANGLE	N	N	1	1	4
78	11/16/2017	5:42 PM	ANGLE	N	Y	3	1	4
79	11/24/2017	4:46 PM	SIDESWIPE	N	Y	2	1	4
80	1/3/2018	1:00 PM	ANGLE	N	Y	1	1	4
81	1/5/2018	2:07 PM	REAR END	N	Y	1	3	5
82	1/10/2018	8:25 AM	ANGLE	N	Y	1	2	4
83	1/10/2018	4:42 PM	SIDESWIPE	N	N	3	1	6
84	3/12/2018	1:24 PM	ANGLE	N	N	1	1	4
85	4/12/2018	3:06 PM	SIDESWIPE	N	N	1	1	6
86	4/14/2018	9:46 AM	ANGLE	N	N	1	1	4
87	4/21/2018	3:25 PM	ANGLE	Y	Y	3	1	4
88	5/3/2018	7:17 PM	ANGLE	N	N	1	1	4
89	5/4/2018	10:42 PM	REAR END	N	Y	3	1	5
90	5/23/2018	4:30 PM	ANGLE	N	N	1	1	4
91	5/25/2018	11:53 PM	SIDESWIPE	N	N	3	1	4
92	6/23/2018	4:31 PM	ANGLE	N	Y	1	2	4
93	7/6/2018	11:32 AM	ANGLE	N	N	1	1	4
94	7/9/2018	1:54 PM	SINGLE VEHICLE	N	N	1	1	6
95	7/13/2018	5:16 PM	SIDESWIPE	N	N	1	1	6
96	7/23/2018	12:38 AM	ANGLE	N	Y	3	1	4
97	8/24/2018	12:38 PM	ANGLE	N	N	1	1	4
98	10/16/2018	12:38 AM	REAR END	N	N	3	1	2
99	11/7/2018	2:11 PM	REAR END	N	N	1	1	3
100	11/13/2018	2:17 AM	REAR END	N	Y	3	1	5
101	12/18/2018	2:19 PM	ANGLE	N	N	1	1	2
102	12/20/2018	2:19 PM	ANGLE	N	N	1	1	4

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/16/2015	2:12 AM	ANGLE	N	N	3	3	1
2	8/16/2015	7:11 AM	ANGLE	N	Y	1	1	4
3	8/18/2015	7:26 AM	REAR END	N	Y	1	1	13
4	9/20/2015	5:49 PM	ANGLE	N	N	1	1	4
5	10/2/2015	10:03 PM	REAR END	N	N	3	1	13
6	6/20/2016	9:59 PM	SIDESWIPE	N	N	3	1	2
7	9/27/2016	1:47 PM	ANGLE	N	N	1	1	6
8	12/16/2016	4:47 PM	SIDESWIPE	N	N	3	1	0
9	5/18/2017	10:16 PM	ANGLE	N	Y	3	1	4
10	7/13/2017	2:45 PM	ANGLE	N	Y	1	1	4
11	2/15/2018	6:50 PM	REAR END	N	N	3	1	5
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SYMBOLS

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1. DAYLIGHT
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1. DRY
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0. NO VIOLATIONS
1. SPEED TOO FAST
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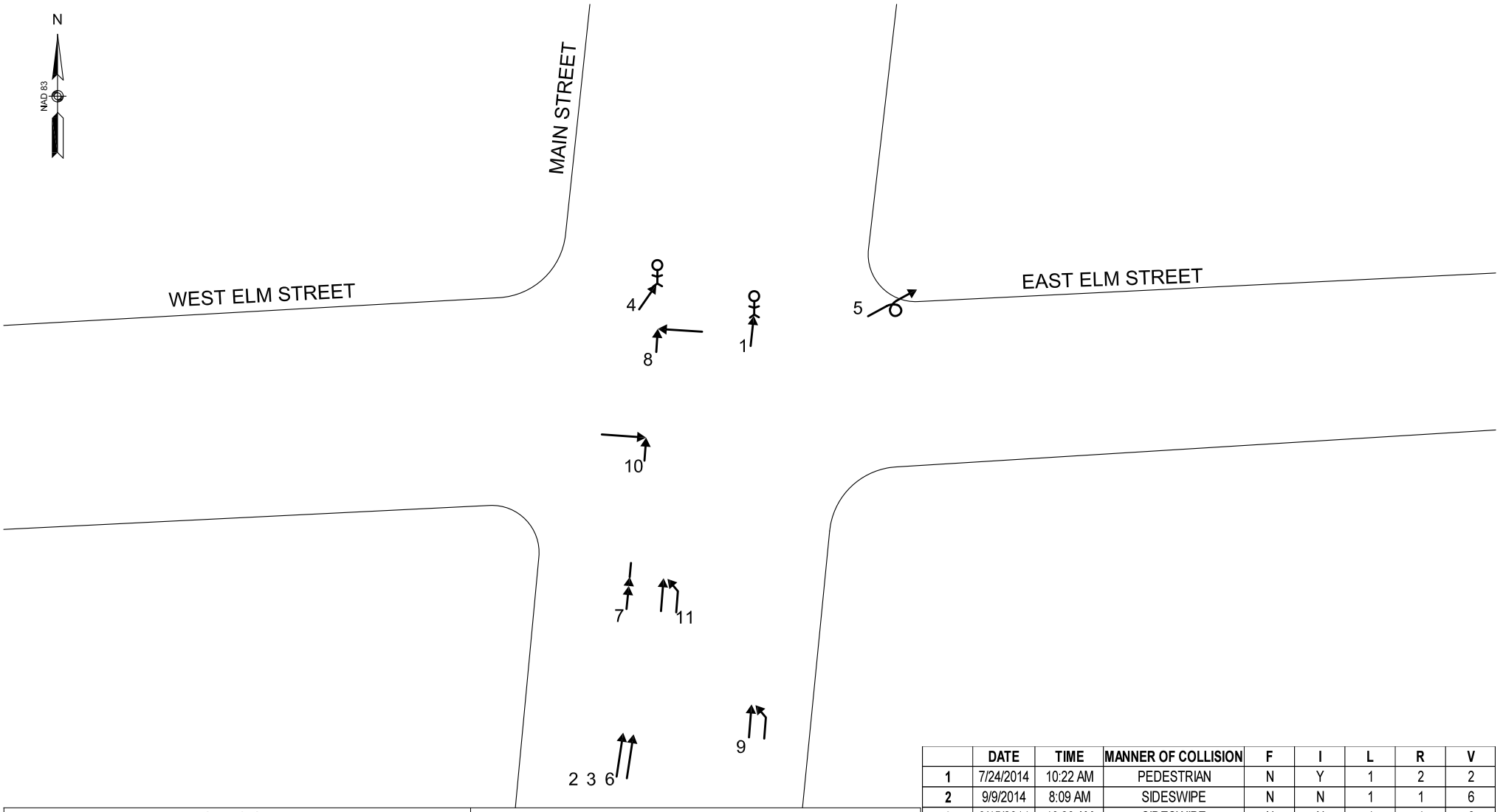

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1	7/24/2014	10:22 AM	PEDESTRIAN	N	Y	1	2	2
2	9/9/2014	8:09 AM	SIDESWIPE	N	N	1	1	6
3	9/15/2014	10:28 AM	SIDESWIPE	N	N	1	1	6
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7	11/12/2015	4:15 PM	REAR END	N	N	1	2	9
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9	5/20/2017	2:45 PM	ANGLE	N	N	1	1	2
10	3/28/2018	11:24 AM	ANGLE	N	N	1	1	4
11	9/23/2018	7:04 PM	ANGLE	N	Y	3	1	6

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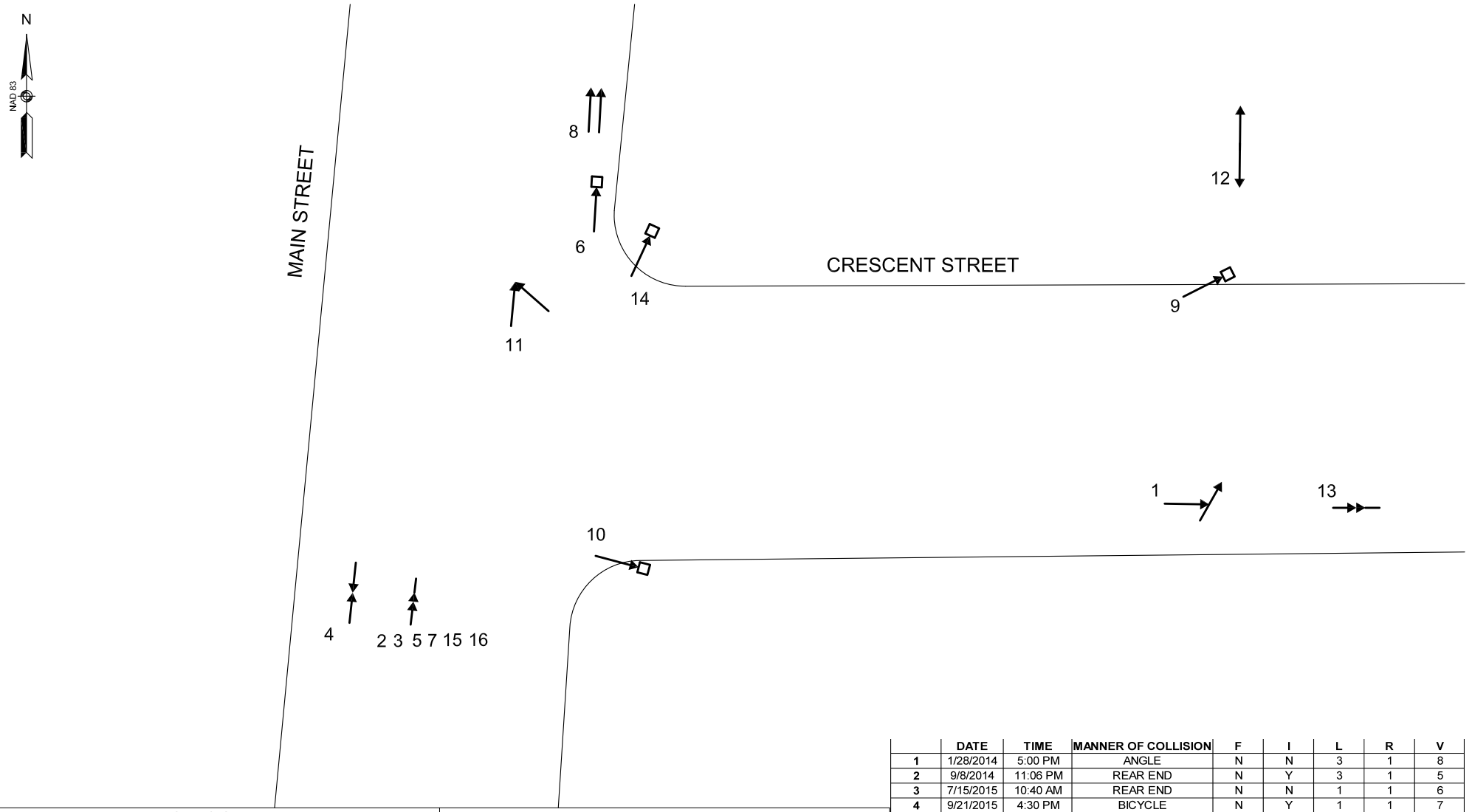

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/28/2014	5:00 PM	ANGLE	N	N	3	1	8
2	9/8/2014	11:06 PM	REAR END	N	Y	3	1	5
3	7/15/2015	10:40 AM	REAR END	N	N	1	1	6
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5	10/21/2015	6:59 AM	REAR END	N	N	2	2	5
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7	7/13/2016	10:16 AM	REAR END	N	N	1	1	13
8	9/11/2016	1:14 AM	SIDESWIPE	N	N	1	1	12
9	9/26/2016	6:24 PM	SINGLE VEHICLE	N	N	3	1	0
10	3/5/2017	7:25 PM	SINGLE VEHICLE	N	N	3	1	0
11	3/8/2017	3:41 PM	ANGLE	N	N	1	1	4
12	5/3/2017	8:30 AM	REAR TO REAR	N	N	1	1	0
13	9/23/2017	2:00 AM	REAR END	N	N	3	2	0
14	9/30/2017	3:03 AM	SINGLE VEHICLE	N	N	3	1	13
15	11/29/2017	1:33 PM	REAR END	N	N	1	1	5
16	12/12/2018	10:46 PM	REAR END	N	Y	1	1	5

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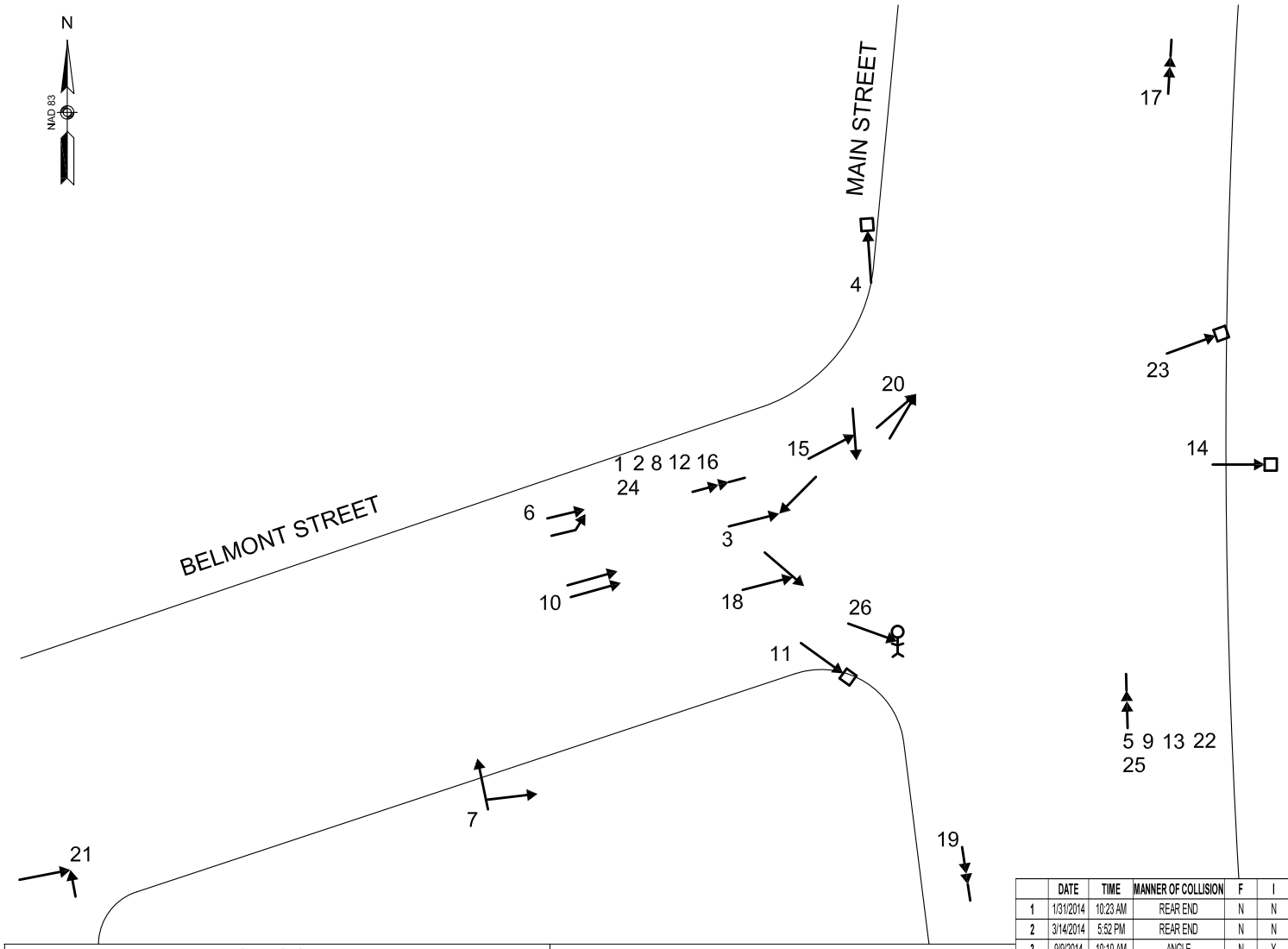

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V		DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/31/2014	10:23 AM	REAR END	N	N	1	1	5	14	12/19/2015	11:05 PM	SINGLE VEHICLE	N	Y	3	1	12
2	3/14/2014	5:52 PM	REAR END	N	N	1	1	5	15	2/16/2016	11:37 AM	BICYCLE	N	N	1	2	11
3	9/9/2014	10:10 AM	ANGLE	N	Y	1	1	7	16	4/3/2016	12:28 PM	REAR END	N	N	1	3	1
4	9/27/2014	4:50 PM	SINGLE VEHICLE	N	N	1	1	13	17	5/7/2016	4:28 PM	REAR END	N	Y	1	1	13
5	11/7/2014	1:48 PM	REAR END	N	Y	1	1	13	18	5/16/2016	11:02 AM	SIDESWIPE	N	Y	1	1	2
6	11/22/2014	4:10 PM	ANGLE	N	N	3	1	2	19	7/28/2016	9:37 AM	REAR END	N	Y	1	1	5
7	12/17/2014	2:04 PM	REAR TO REAR	N	N	1	1	9	20	9/12/2016	9:40 AM	ANGLE	N	N	1	1	8
8	2/10/2015	5:46 PM	REAR END	N	Y	3	2	5	21	5/10/2017	4:17 PM	ANGLE	N	N	1	1	2
9	8/14/2015	11:48 PM	REAR END	N	Y	3	1	5	22	7/10/2017	11:42 AM	REAR END	N	N	1	1	13
10	10/22/2015	8:54 PM	SIDESWIPE	N	Y	3	1	2	23	9/16/2017	2:42 AM	SINGLE VEHICLE	N	N	3	1	6
11	11/9/2015	9:35 AM	SINGLE VEHICLE	N	N	1	1	8	24	10/15/2017	11:13 AM	REAR END	N	Y	1	1	13
12	11/22/2015	4:50 PM	REAR END	N	Y	3	2	5	25	11/18/2017	9:34 PM	REAR END	N	Y	3	2	5
13	12/1/2015	7:36 PM	REAR END	N	N	3	2	5	26	1/8/2018	8:47 AM	PEDESTRIAN	N	N	1	3	0

SYMBOLS

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BACKING
FIXED OBJECT
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REAR END
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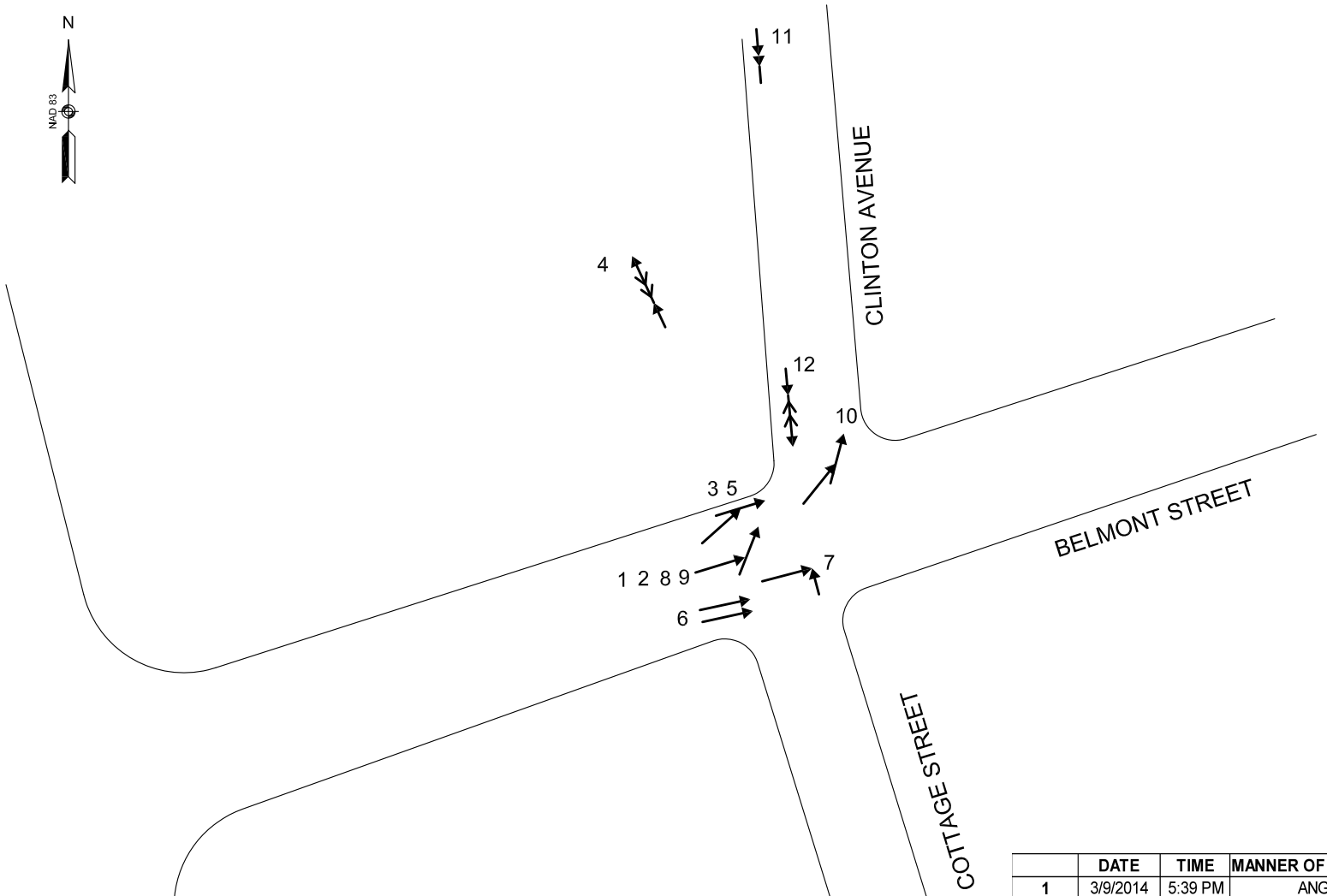
PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

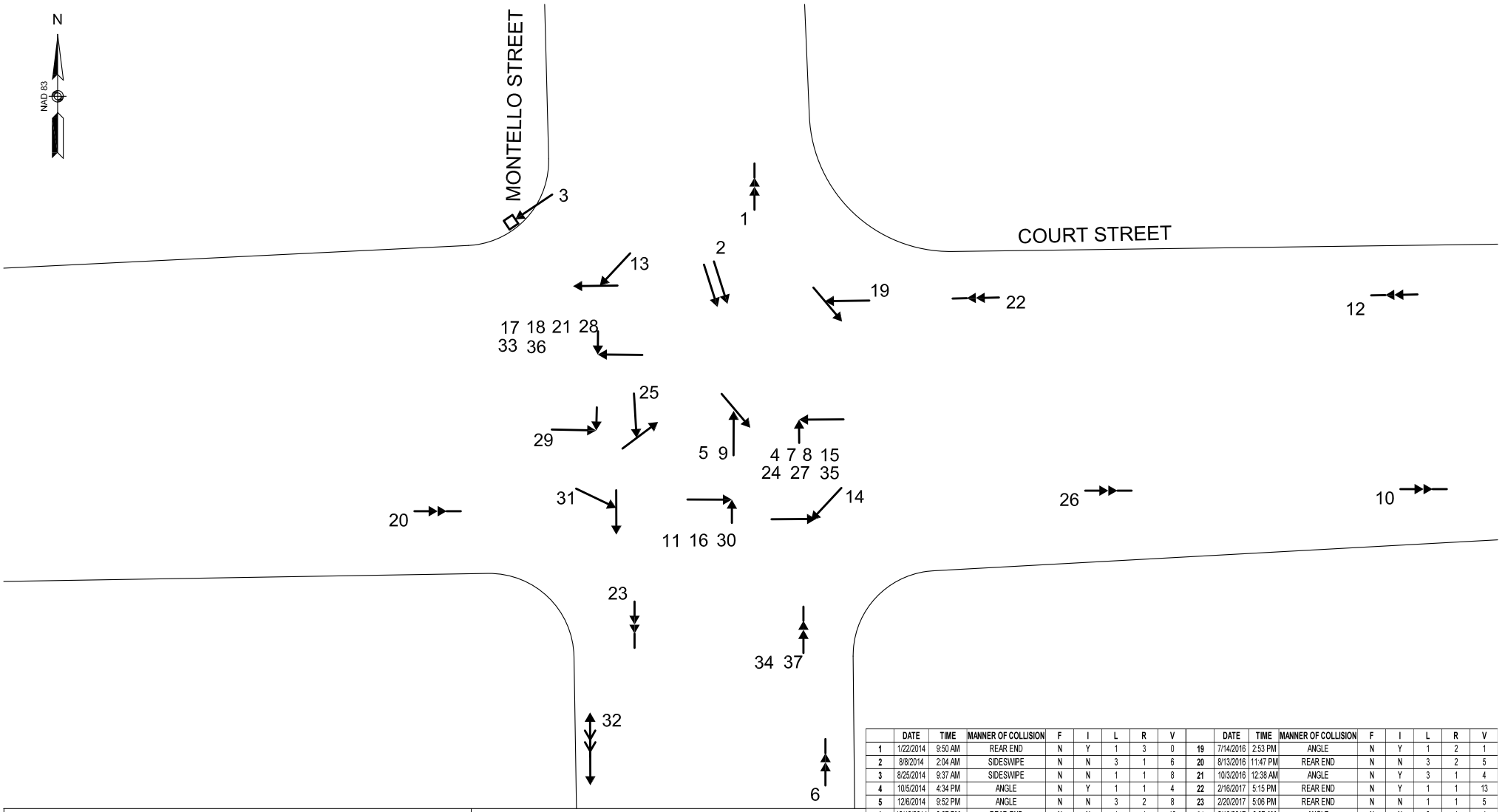
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	3/9/2014	5:39 PM	ANGLE	N	N	1	1	8
2	5/12/2015	6:41 AM	ANGLE	N	N	1	2	8
3	6/8/2015	7:16 AM	ANGLE	N	N	1	1	2
4	9/3/2015	3:47 PM	REAR END	N	N	1	1	12
5	10/11/2016	8:00 AM	ANGLE	N	N	1	1	8
6	10/31/2016	7:49 AM	SIDESWIPE	N	N	1	1	8
7	1/28/2017	7:34 AM	ANGLE	N	N	1	1	12
8	4/12/2017	1:26 PM	ANGLE	N	N	1	1	8
9	4/19/2017	2:47 PM	ANGLE	N	Y	1	1	8
10	12/22/2017	7:32 AM	ANGLE	N	Y	1	1	2
11	9/26/2018	12:25 PM	REAR END	N	N	1	1	0
12	10/9/2018	1:34 PM	REAR END	N	Y	1	1	9

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/22/2014	9:50 AM	REAR END	N	Y	1	3	0
2	8/8/2014	2:04 AM	SIDESWIPE	N	N	3	1	6
3	8/25/2014	9:37 AM	SIDESWIPE	N	N	1	1	8
4	10/5/2014	4:34 PM	ANGLE	N	Y	1	1	4
5	12/6/2014	9:52 PM	ANGLE	N	N	3	2	8
6	12/12/2014	3:07 PM	REAR END	N	N	1	1	13
7	2/13/2015	10:48 PM	ANGLE	N	Y	3	1	4
8	2/14/2015	5:29 PM	ANGLE	N	N	3	3	4
9	3/14/2015	7:51 PM	ANGLE	N	N	3	2	2
10	3/30/2015	7:02 PM	REAR END	N	Y	3	1	5
11	4/15/2015	7:36 AM	SIDESWIPE	N	N	1	1	13
12	5/9/2015	10:17 AM	REAR END	N	Y	1	1	5
13	9/27/2015	3:19 AM	ANGLE	N	N	3	1	2
14	12/21/2015	9:36 PM	ANGLE	N	N	3	1	2
15	1/1/2016	8:42 AM	ANGLE	N	N	1	1	4
16	2/6/2016	10:40 AM	ANGLE	N	Y	1	2	4
17	4/5/2016	11:24 AM	ANGLE	N	N	1	1	4
18	4/20/2016	8:29 PM	ANGLE	N	Y	3	1	4

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
19	7/14/2016	2:53 PM	ANGLE	N	Y	1	2	1
20	8/13/2016	11:47 PM	REAR END	N	N	3	2	5
21	10/3/2016	12:38 AM	ANGLE	N	Y	3	1	4
22	2/16/2017	5:15 PM	REAR END	N	Y	1	1	13
23	2/20/2017	5:06 PM	REAR END	N	N	1	1	5
24	5/13/2017	3:37 AM	ANGLE	N	N	3	1	4
25	7/25/2017	6:32 AM	ANGLE	N	N	1	2	4
26	10/8/2017	2:55 PM	REAR END	N	N	1	2	5
27	10/28/2017	1:05 AM	ANGLE	N	Y	3	1	4
28	11/15/2017	5:33 PM	ANGLE	N	N	3	1	0
29	1/7/2018	7:40 PM	ANGLE	N	Y	3	3	1
30	1/28/2018	1:49 AM	ANGLE	N	Y	3	1	4
31	3/2/2018	8:24 PM	ANGLE	N	N	3	2	12
32	4/12/2018	5:15 PM	REAR END	N	N	1	1	13
33	6/25/2018	7:01 AM	ANGLE	N	Y	1	1	2
34	8/3/2018	5:31 PM	REAR END	N	N	1	1	5
35	9/6/2018	10:51 PM	ANGLE	N	Y	3	1	4
36	10/18/2018	3:26 PM	SIDESWIPE	N	Y	1	1	2
37	12/18/2018	7:38 AM	REAR END	N	Y	1	1	13

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

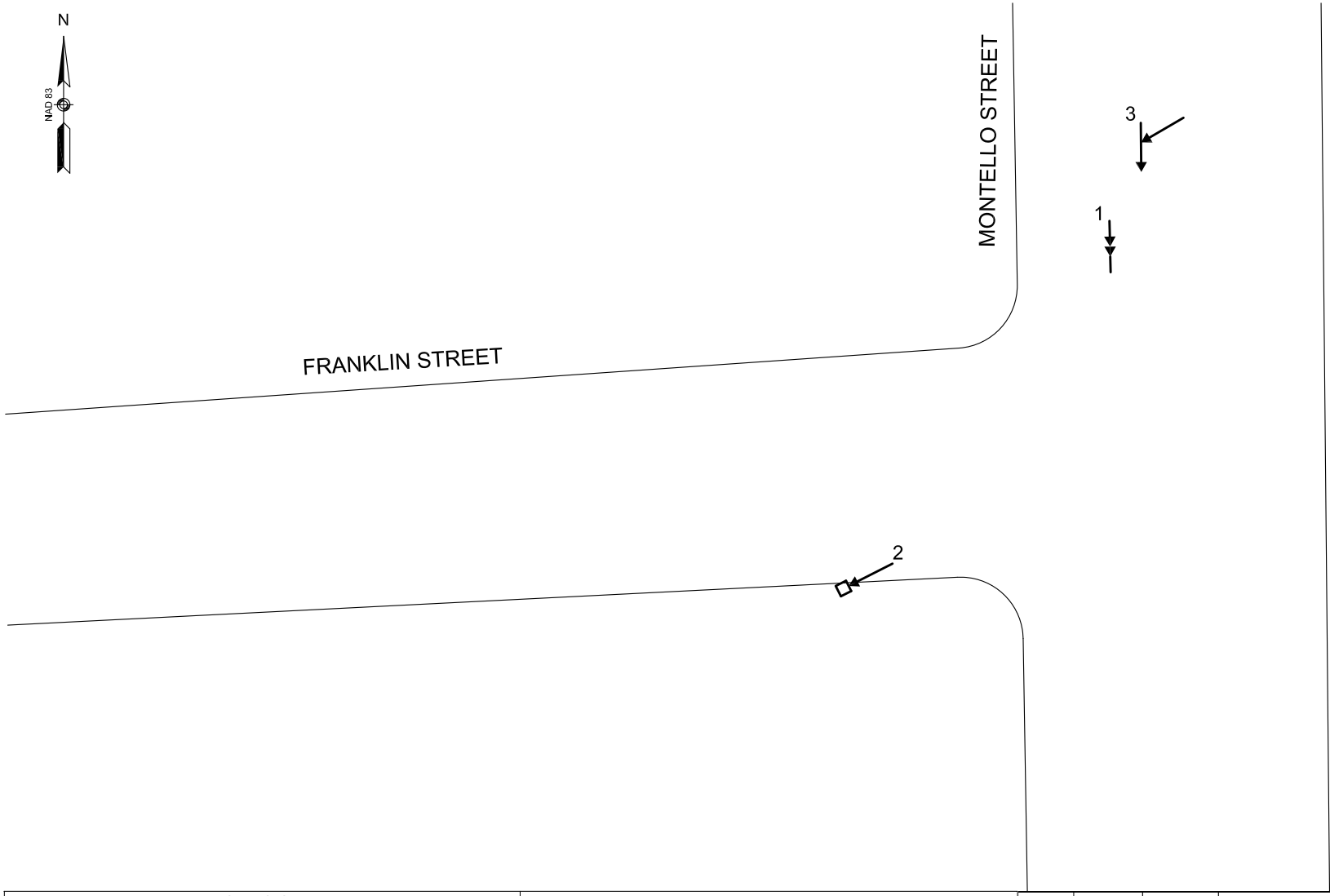
0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

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REAR END
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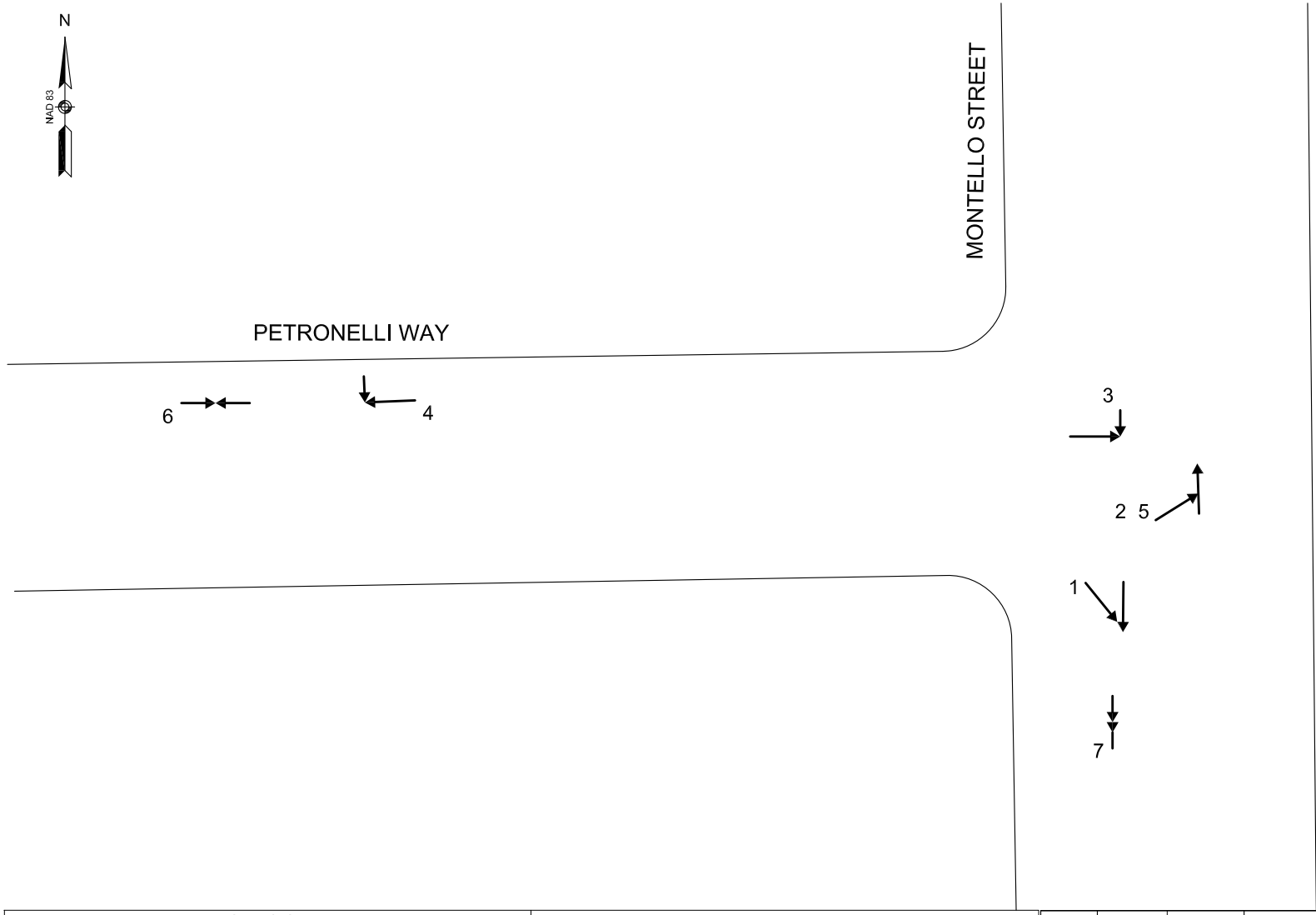
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	12/2/2014	3:07 PM	REAR END	N	N	1	1	13
2	12/27/2014	1:15 AM	SINGLE VEHICLE	N	N	3	1	0
3	7/5/2015	1:47 AM	ANGLE	N	N	3	1	2

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
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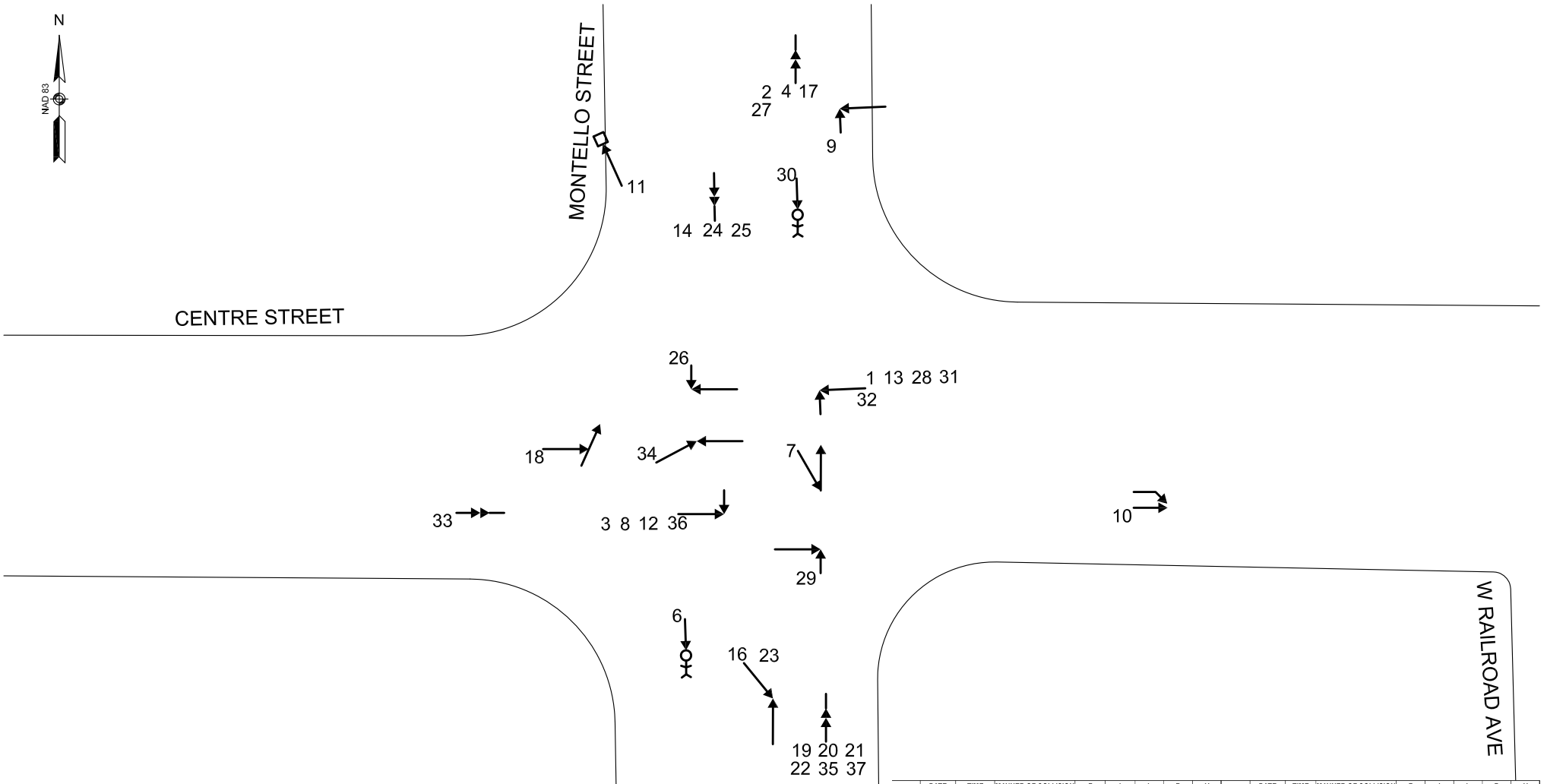
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	10/28/2015	12:12 PM	ANGLE	N	N	1	1	2
2	11/30/2015	9:06 AM	ANGLE	N	Y	1	1	8
3	8/4/2016	3:25 PM	BICYCLE	N	Y	1	1	3
4	8/17/2016	7:48 PM	BICYCLE	N	Y	3	1	11
5	8/30/2016	6:06 PM	ANGLE	N	N	1	1	2
6	4/28/2017	11:05 PM	HEAD ON	N	N	3	1	7
7	6/23/2018	3:54 PM	REAR END	N	N	1	2	5

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/18/2014	8:35 PM	ANGLE	N	N	3	2	4
2	5/13/2014	4:53 PM	REAR END	N	Y	1	1	5
4	6/7/2014	12:43 PM	ANGLE	N	Y	1	1	4
5	8/30/2014	11:58 AM	REAR END	N	N	1	1	2
7	10/16/2014	6:28 PM	PEDESTRIAN	N	Y	3	2	11
8	12/13/2014	3:20 PM	ANGLE	N	N	1	1	2
9	1/11/2015	2:19 AM	ANGLE	N	N	3	1	4
10	3/4/2015	10:59 AM	ANGLE	N	N	1	2	2
11	4/21/2015	9:41 AM	SIDESWIPE	N	N	1	1	2
12	6/4/2015	11:09 PM	SINGLE VEHICLE	N	N	3	1	13
13	8/9/2015	6:10 PM	ANGLE	N	N	1	1	4
14	10/9/2015	3:39 PM	SIDESWIPE	N	Y	1	1	13
15	11/9/2015	1:40 PM	REAR END	N	N	1	1	13
16	12/24/2015	8:36 PM	ANGLE	N	Y	3	2	8
17	12/28/2015	1:54 PM	REAR END	N	N	1	1	5
18	1/2/2016	1:17 PM	ANGLE	N	Y	1	1	10
19	1/31/2016	11:34 PM	REAR END	N	Y	3	2	13
20	2/11/2016	7:55 PM	REAR END	N	N	3	3	5
21	2/13/2016	5:59 PM	REAR END	N	N	3	1	5
22	2/20/2016	2:30 PM	REAR END	N	N	1	1	5
23	6/5/2016	4:17 PM	ANGLE	N	Y	1	2	1
24	3/12/2017	7:06 PM	REAR END	N	N	3	1	1
25	5/5/2017	6:48 PM	REAR END	N	N	3	2	5
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30	1/23/2018	6:02 PM	PEDESTRIAN	N	Y	3	1	11
31	2/19/2018	12:22 AM	ANGLE	N	N	3	1	2
32	3/15/2018	8:53 PM	ANGLE	N	Y	3	1	4
33	4/19/2018	7:27 AM	REAR END	N	N	1	2	5
34	4/21/2018	2:34 PM	ANGLE	N	N	1	1	2
35	5/6/2018	11:23 PM	REAR END	N	Y	3	2	5
36	7/3/2018	5:17 PM	ANGLE	N	Y	1	1	2
37	8/15/2018	8:34 PM	REAR END	N	N	3	1	5

SYMBOLS

ANGLE, BACKING, FIXED OBJECT, HEAD ON, OUT OF CONTROL, PEDESTRIAN, REAR END, SIDE SWIPE, TURNING MOVE, CHANGE LANE

FATAL ACCIDENT, INJURY ACCIDENT, VEHICLE, ANIMAL, FATALITY F, PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
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10. HAD BEEN DRINKING
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12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME

SYMBOLS

ANGLE
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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	6/22/2015	12:14 PM	REAR END	N	N	1	1	13
2	12/24/2018	4:53 PM	REAR END	N	Y	3	1	5

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

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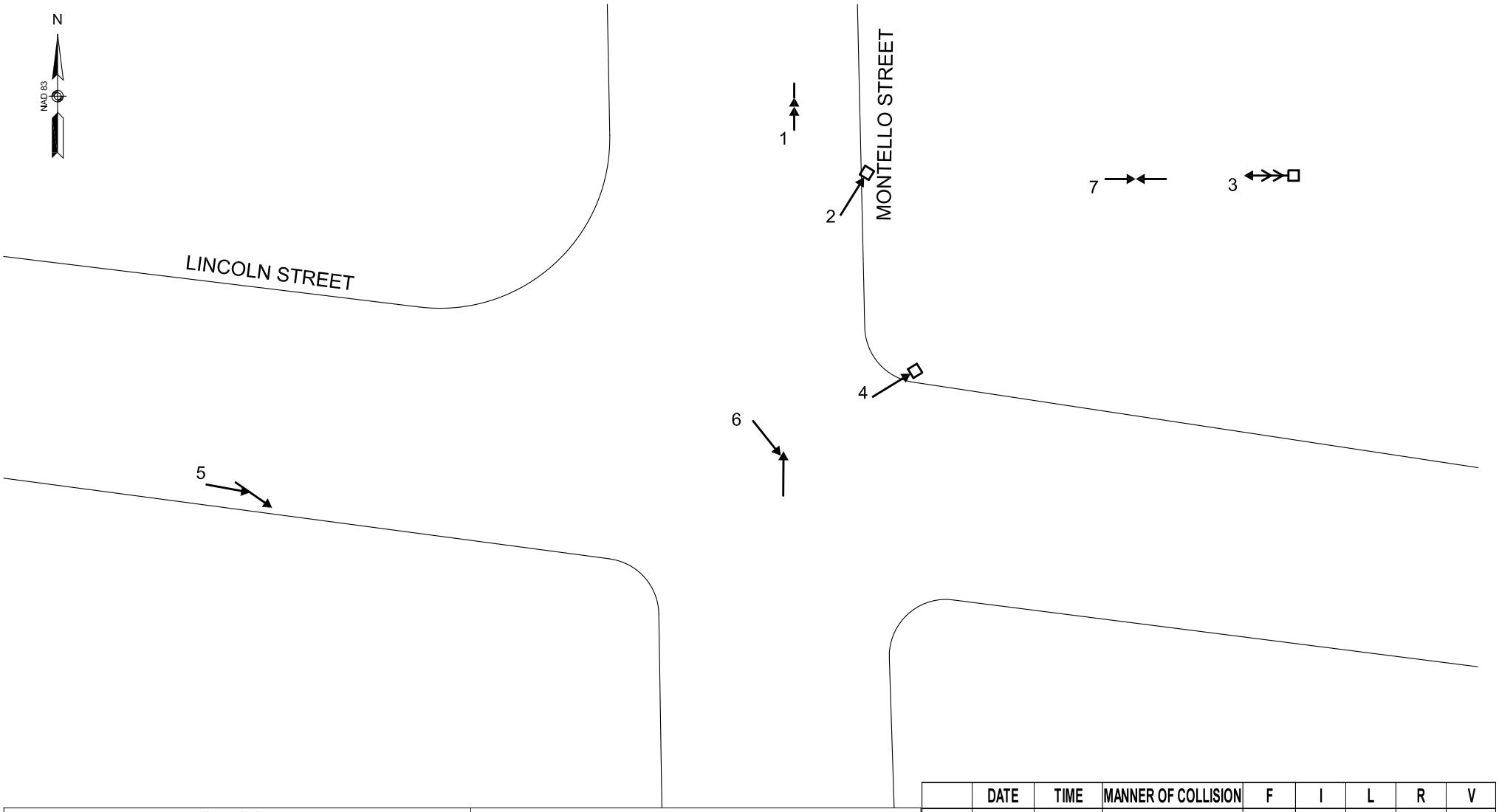

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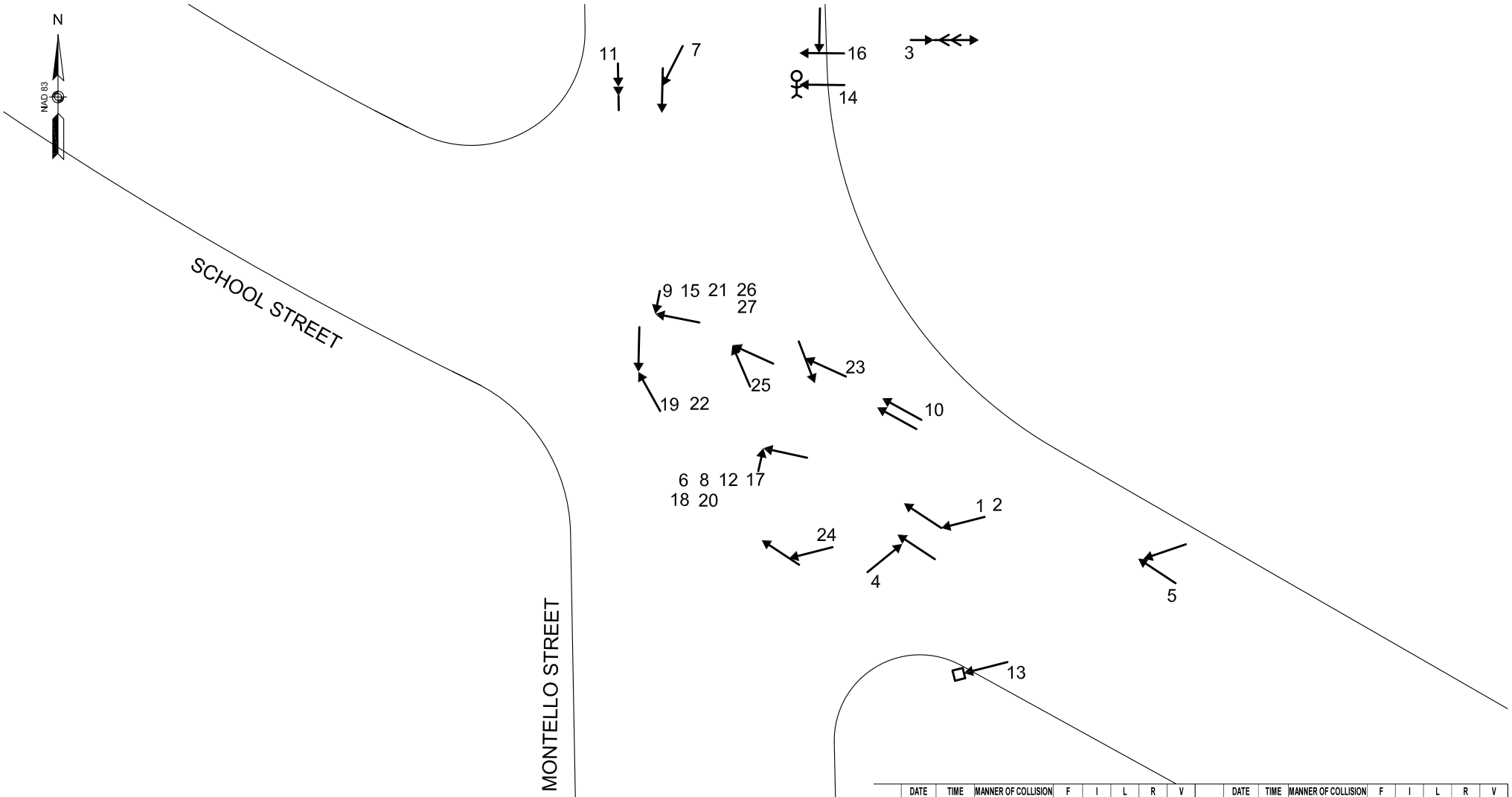
	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	7/15/2014	1:45 PM	REAR END	N	Y	1	1	13
2	3/23/2015	1:12 AM	SINGLE VEHICLE	N	Y	3	1	0
3	8/2/2015	1:33 AM	SINGLE VEHICLE	N	Y	3	1	2
4	12/19/2015	10:46 PM	SINGLE VEHICLE	N	N	3	1	12
5	3/4/2016	11:36 AM	ANGLE	N	N	1	1	2
6	10/30/2016	9:17 PM	ANGLE	N	N	3	2	8
7	2/3/2018	5:59 PM	HEAD ON	N	N	3	3	12

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/19/2014	10:07 PM	REAR END	N	N	3	1	12
2	1/27/2014	10:04 AM	ANGLE	N	Y	1	1	2
3	3/18/2014	11:58 AM	REAR END	N	N	1	1	13
4	5/17/2014	3:08 PM	SIDESWIPE	N	N	1	1	8
5	6/7/2014	12:31 PM	ANGLE	N	N	1	1	2
6	9/22/2014	2:35 PM	ANGLE	N	N	1	1	4
7	10/9/2014	10:03 AM	SIDESWIPE	N	N	1	1	2
8	10/25/2014	7:27 PM	SIDESWIPE	N	N	3	1	3
9	11/1/2014	2:32 PM	ANGLE	N	N	1	2	0
10	11/9/2014	5:28 PM	SIDESWIPE	N	N	3	1	0
11	12/14/2014	7:22 PM	REAR END	N	N	3	1	5
12	3/7/2015	7:53 AM	ANGLE	N	N	1	1	4
13	3/22/2015	2:40 AM	SINGLE VEHICLE	N	N	3	1	13

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
14	7/27/2015	4:00 PM	PEDESTRIAN	N	Y	1	1	2
15	10/25/2015	7:35 PM	ANGLE	N	N	3	1	8
16	9/27/2016	6:06 AM	BICYCLE	N	Y	3	2	2
17	12/19/2016	2:14 PM	ANGLE	N	Y	1	1	4
18	5/7/2017	1:05 AM	ANGLE	N	Y	3	2	4
19	5/112/17	1:40 PM	ANGLE	N	N	1	1	8
20	8/20/2017	2:59 PM	ANGLE	N	Y	1	1	4
21	10/26/2017	10:01 AM	ANGLE	N	N	1	2	2
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26	8/30/2018	3:23 PM	ANGLE	N	Y	1	1	4
27	11/3/2018	11:18 AM	ANGLE	N	N	1	2	4

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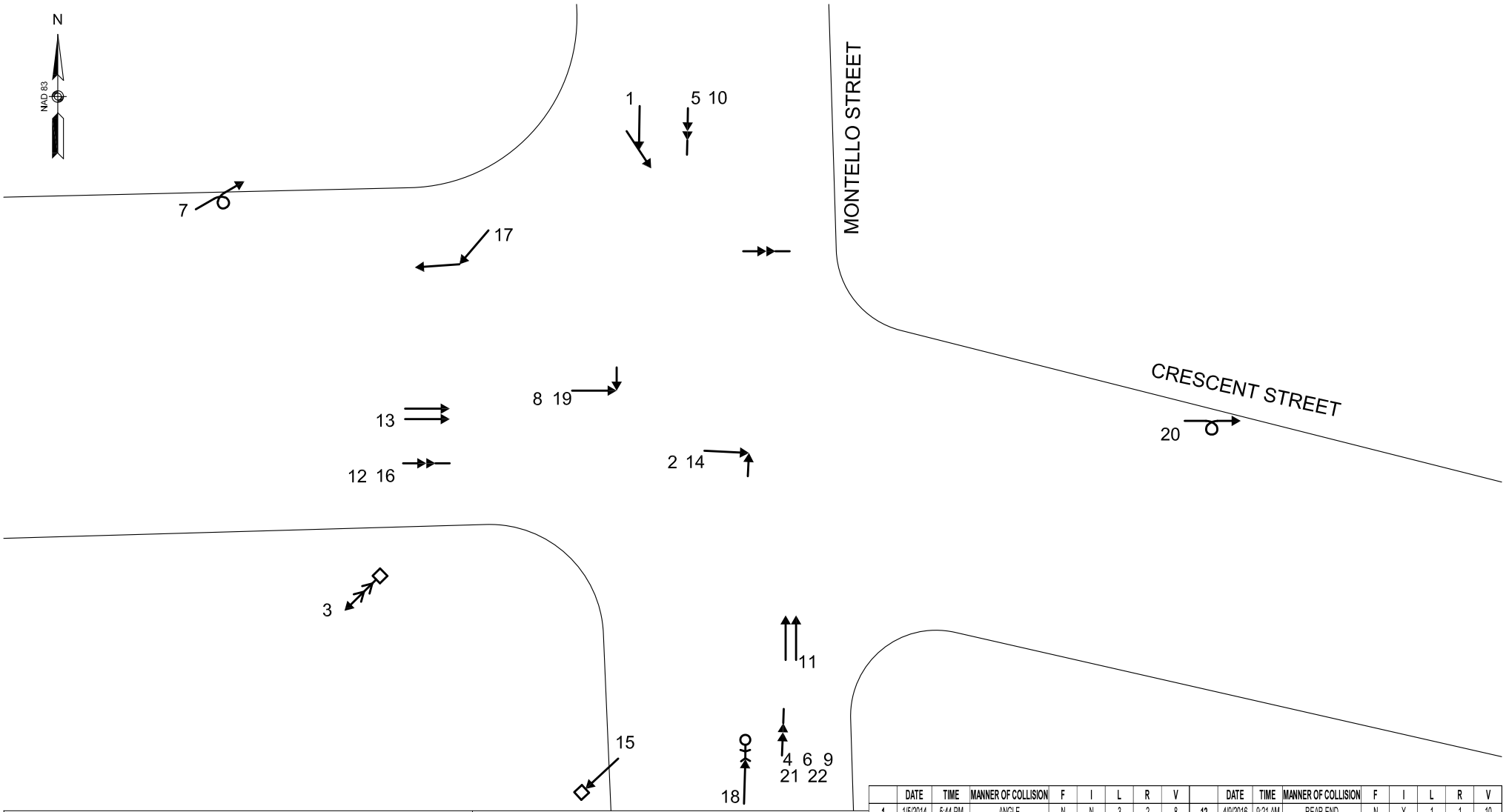

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INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
3. SNOW OR ICY
4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
1. SPEED TOO FAST
2. FAILURE TO YIELD
3. RAN STOP SIGN
4. RAN TRAFFIC SIGNAL
5. FOLLOWING TOO CLOSE
6. IMPROPER PASSING
7. WRONG SIDE OF ROAD
8. IMPROPER TURNING
9. IMPROPER BACKING
10. HAD BEEN DRINKING
11. PEDESTRIAN VIOLATION
12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

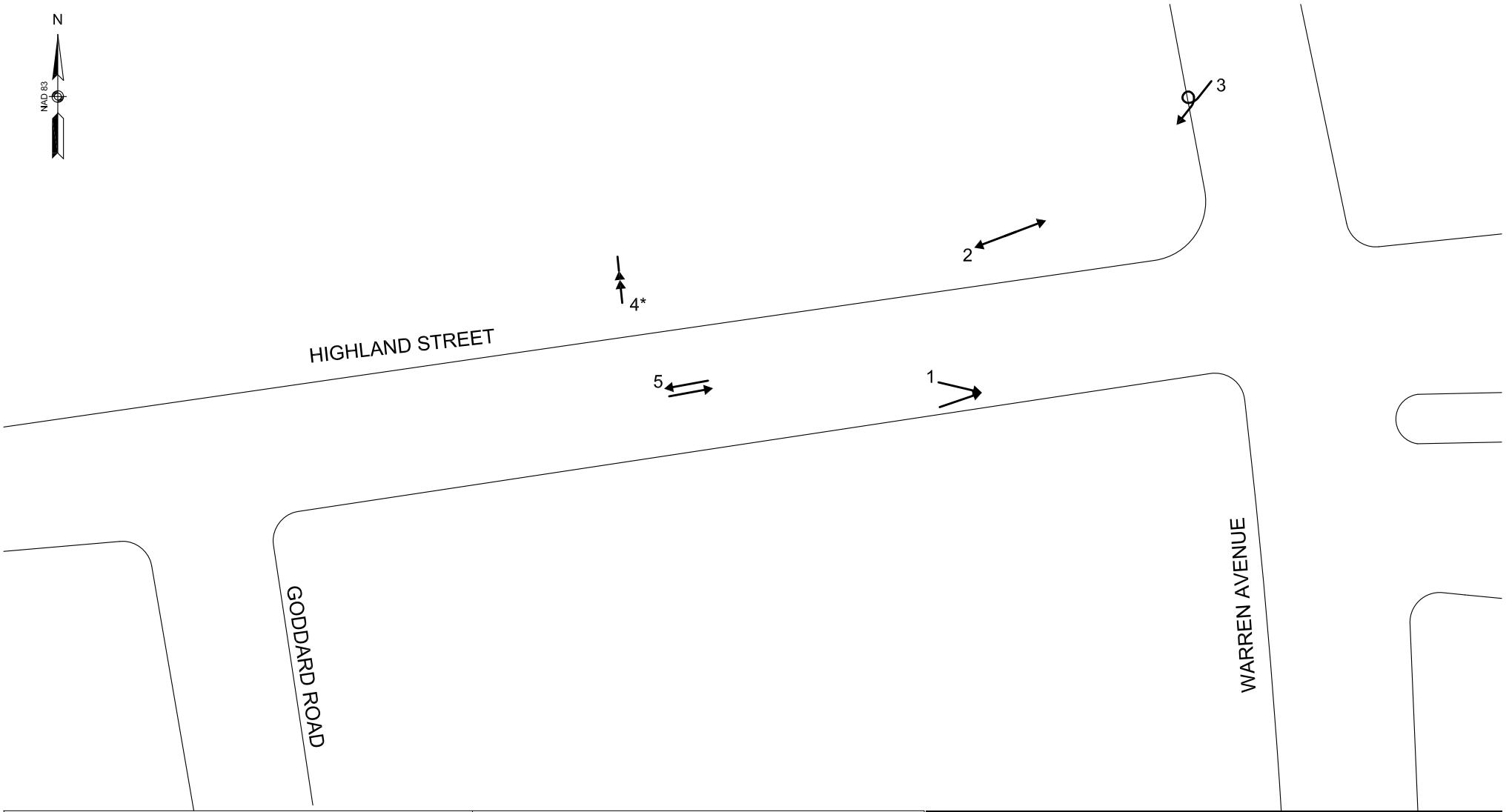
	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/5/2014	5:44 PM	ANGLE	N	N	3	2	8
2	8/13/2014	1:15 PM	SIDESWIPE	N	Y	1	2	4
3	9/3/2014	9:07 AM	SINGLE VEHICLE	N	N	1	1	9
4	10/6/2014	5:23 PM	REAR END	N	N	1	1	5
5	11/11/2014	1:22 PM	REAR END	N	Y	1	1	5
6	12/15/2014	6:57 AM	REAR END	N	N	2	1	5
7	2/14/2015	12:06 AM	SINGLE VEHICLE	N	N	3	3	0
8	2/22/2015	5:12 AM	ANGLE	N	Y	3	3	4
9	9/30/2015	3:04 PM	REAR END	N	N	1	2	13
10	1/9/2016	2:36 AM	REAR END	N	N	3	1	0
11	2/24/2016	7:30 AM	SIDESWIPE	N	N	1	2	6

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
12	4/9/2016	9:21 AM	REAR END	N	Y	1	1	10
13	10/13/2016	12:19 PM	SIDESWIPE	N	N	1	1	6
14	10/21/2016	4:20 PM	ANGLE	N	Y	1	2	4
15	1/6/2017	2:53 PM	SINGLE VEHICLE	N	N	1	2	0
16	4/4/2017	9:55 PM	REAR END	N	N	3	2	13
17	7/3/2017	4:43 AM	REAR END	N	Y	2	1	5
18	7/15/2017	9:48 PM	PEDESTRIAN	N	Y	3	1	11
19	8/20/2018	11:33 AM	ANGLE	N	N	1	1	4
20	10/2/2018	12:05 PM	SINGLE VEHICLE	N	N	1	2	13
21	11/15/2018	3:44 PM	REAR END	N	Y	2	1	5
22	11/24/2018	12:14 PM	REAR END	N	N	1	1	5

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
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13. DISTRACTED

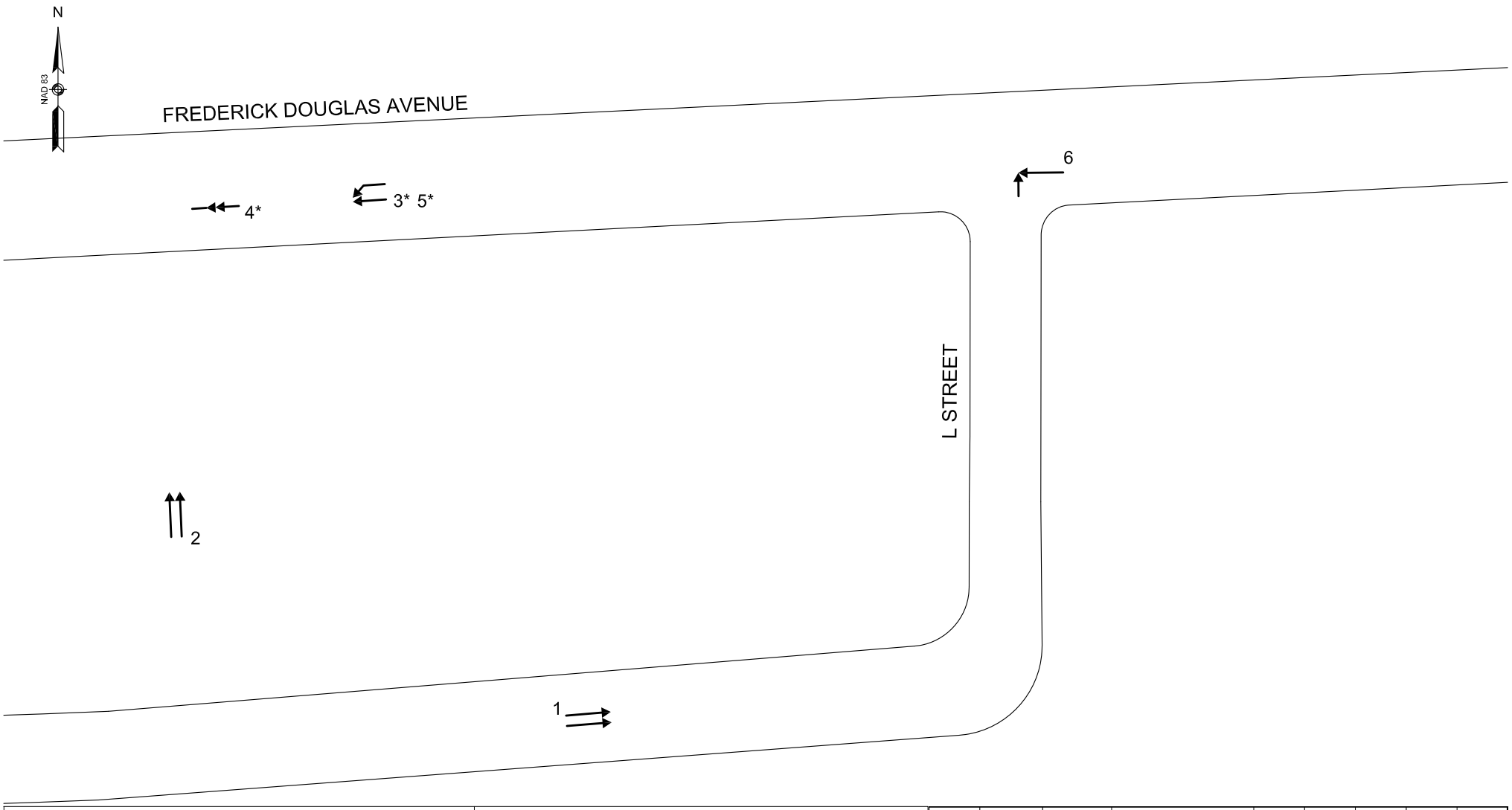
*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/11/2014	9:18 AM	ANGLE	N	N	1	2	12
2	4/24/2014	1:53 PM	REAR TO REAR	N	Y	1	1	9
3	3/17/2016	1:33 PM	SINGLE VEHICLE	N	N	1	1	12
4	3/11/2018	7:56 AM	REAR END	N	N	1	1	0
5	9/17/2018	7:19 PM	SIDESWIPE	N	N	1	1	0

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME



SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
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12. RECKLESS DRIVING
13. DISTRACTED

*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/11/2015	10:50 AM	SIDESWIPE	N	N	1	3	6
2	10/27/2015	12:18 PM	SIDESWIPE	N	N	1	1	0
3	1/11/2016	9:27 AM	SIDESWIPE	N	Y	1	1	6
4	3/4/2016	11:18 AM	REAR END	N	N	1	1	5
5	8/15/2016	4:43 PM	ANGLE	N	N	1	1	6
6	12/2/2017	2:16 PM	ANGLE	N	Y	1	1	2

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

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*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	6/14/2015	12:37 PM	ANGLE	N	Y	1	1	4

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

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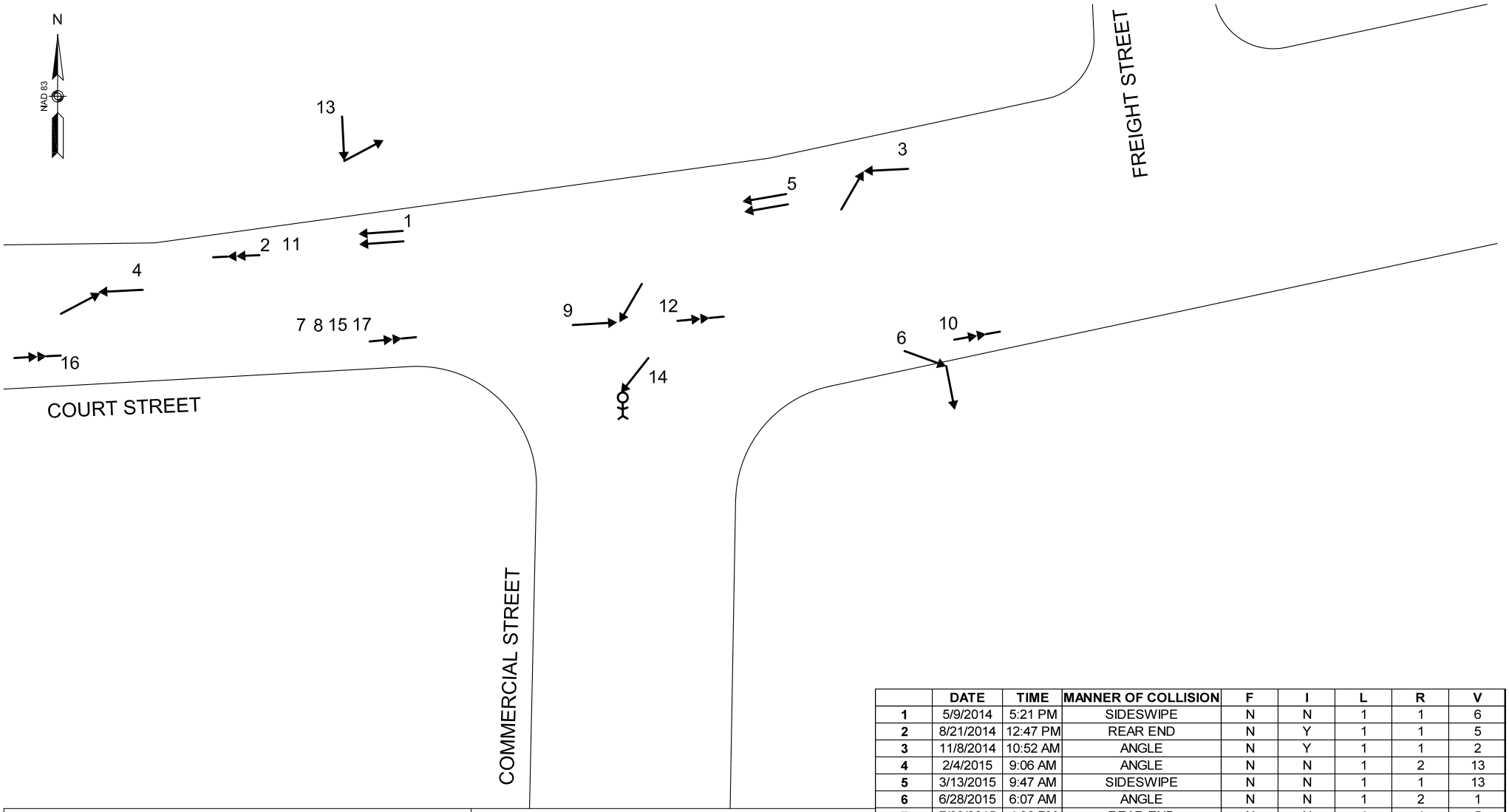

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	5/9/2014	5:21 PM	SIDESWIPE	N	N	1	1	6
2	8/21/2014	12:47 PM	REAR END	N	Y	1	1	5
3	11/8/2014	10:52 AM	ANGLE	N	Y	1	1	2
4	2/4/2015	9:06 AM	ANGLE	N	N	1	2	13
5	3/13/2015	9:47 AM	SIDESWIPE	N	N	1	1	13
6	6/28/2015	6:07 AM	ANGLE	N	N	1	2	1
7	7/30/2015	4:36 PM	REAR END	N	N	1	1	5
8	8/11/2015	2:29 PM	REAR END	N	Y	1	2	5
9	11/23/2015	12:58 AM	ANGLE	N	N	3	2	2
10	2/10/2016	3:31 PM	REAR END	N	Y	1	2	2
11	4/4/2016	1:37 PM	REAR END	N	Y	1	3	0
12	10/10/2016	6:58 PM	REAR END	N	N	3	1	5
13	12/5/2016	9:27 AM	ANGLE	N	N	1	2	0
14	6/16/2017	6:31 PM	PEDESTRIAN	N	Y	1	2	2
15	7/28/2017	11:54 PM	REAR END	N	N	3	1	13
16	10/2/2017	11:03 PM	REAR END	N	Y	1	1	5
17	11/17/2017	12:59 PM	REAR END	N	Y	1	1	5

SYMBOLS

ANGLE, BACKING, FIXED OBJECT, HEAD ON, OUT OF CONTROL, PEDESTRIAN, REAR END, SIDE SWIPE, TURNING MOVE, CHANGE LANE, FATAL ACCIDENT, INJURY ACCIDENT, VEHICLE, ANIMAL, FATALITY F, PERSONS INJURED I

LIGHT CONDITIONS

1. DAYLIGHT
2. DAWN OR DUSK
3. DARKNESS
4. UNKNOWN

ROAD CONDITIONS

1. DRY
2. WET
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4. OTHER

VIOLATIONS/ CONTRIBUTING FACTOR

0. NO VIOLATIONS
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10. HAD BEEN DRINKING
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COLLISION DIAGRAM

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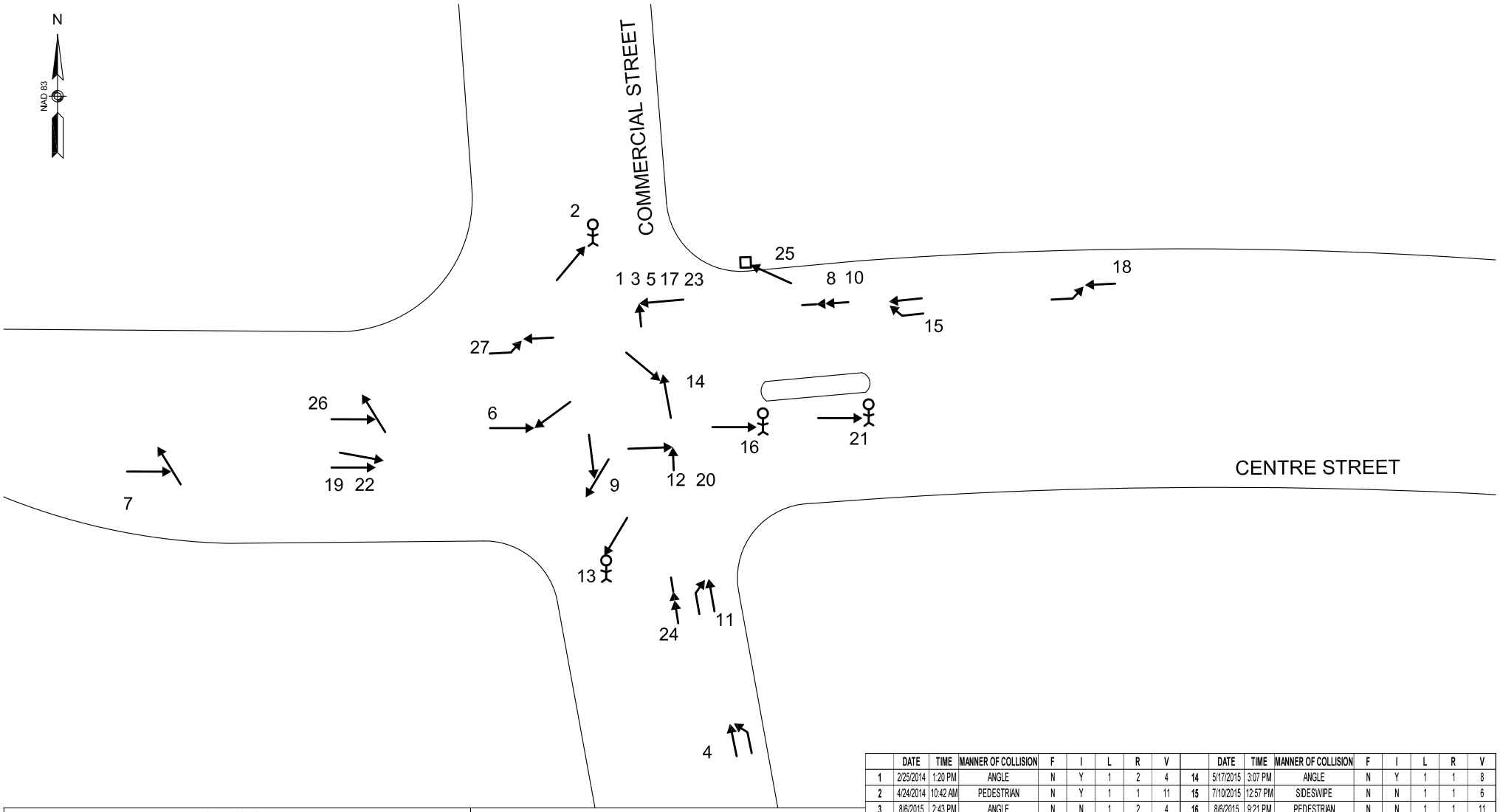

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	2/25/2014	1:20 PM	ANGLE	N	Y	1	2	4
2	4/24/2014	10:42 AM	PEDESTRIAN	N	Y	1	1	11
3	8/6/2015	2:43 PM	ANGLE	N	N	1	2	4
4	9/11/2015	8:18 AM	SIDESWIPE	N	N	1	1	8
5	11/24/2015	6:48 PM	ANGLE	N	N	1	1	2
6	3/8/2016	6:04 PM	ANGLE	N	N	1	1	8
7	4/27/2016	3:04 PM	ANGLE	N	N	1	2	8
8	1/18/2017	4:58 PM	REAR END	N	Y	1	1	0
9	5/15/2017	7:56 AM	ANGLE	N	N	1	2	4
10	5/29/2017	4:43 PM	ANGLE	N	N	3	1	13
11	7/10/2017	10:50 AM	ANGLE	N	N	1	2	6
12	3/5/2018	6:21 AM	ANGLE	N	N	1	3	4
13	7/26/2018	8:37 PM	PEDESTRIAN	N	Y	3	2	11

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
14	5/17/2015	3:07 PM	ANGLE	N	Y	1	1	8
15	7/10/2015	12:57 PM	SIDESWIPE	N	N	1	1	6
16	8/6/2015	9:21 PM	PEDESTRIAN	N	N	1	1	11
17	9/11/2015	4:58 AM	ANGLE	N	N	3	2	2
18	11/24/2015	7:15 AM	ANGLE	N	Y	1	1	1
19	3/8/2016	6:32 PM	ANGLE	N	N	3	1	8
20	4/27/2016	4:53 PM	ANGLE	N	Y	1	1	4
21	1/18/2017	9:00 AM	PEDESTRIAN	N	Y	1	2	11
22	5/15/2017	3:50 PM	ANGLE	N	N	1	1	6
23	5/29/2017	3:57 PM	ANGLE	N	N	1	2	4
24	7/10/2017	11:07 AM	REAR END	N	N	1	1	5
25	3/5/2018	5:23 AM	OUT OF CONTROL	N	N	3	3	0
26	7/26/2018	6:10 PM	ANGLE	N	Y	1	1	8
27	11/2/2018	5:42 PM	HEAD ON	N	Y	3	2	8

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
PEDESTRIAN
REAR END
SIDE SWIPE
TURNING MOVE
CHANGE LANE
FATAL ACCIDENT
INJURY ACCIDENT
VEHICLE
ANIMAL
FATALITY F
PERSONS INJURED I

LIGHT CONDITIONS

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COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

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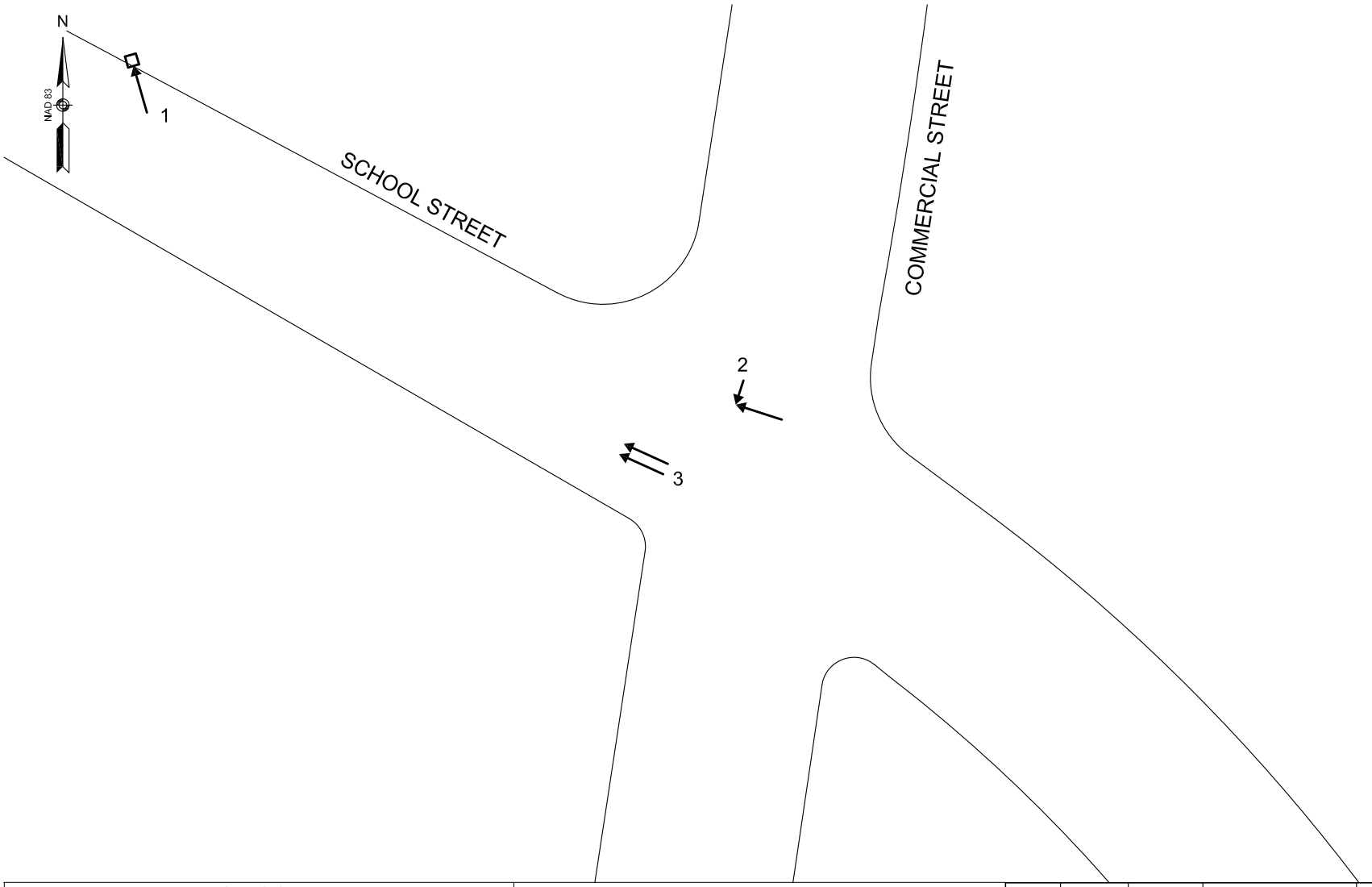

SYMBOLS

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HEAD ON
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PEDESTRIAN
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*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	10/30/2014	11:11 AM	SINGLE VEHICLE	N	N	1	1	13
2	8/13/2017	5:37 PM	ANGLE	N	N	1	1	4
3	9/25/2018	2:46 PM	SIDESWIPE	N	N	1	2	8

COLLISION DIAGRAM

PROJECT: IMPROVEMENTS AT BROCKTON INTERSECTIONS **LOCATION:** BROCKTON, MA

JOB NUMBER: 28386.00 **DATE:** JUNE 2019 **BY:** KME

SYMBOLS

ANGLE
BACKING
FIXED OBJECT
HEAD ON
OUT OF CONTROL
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REAR END
SIDE SWIPE
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	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V		DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	1/2/2014	12:48 AM	ANGLE	N	N	3	4	2	11	7/5/2017	5:48 AM	SINGLE VEHICLE	N	N	3	1	12
2	1/22/2014	5:45 PM	REAR END	N	Y	3	3	5	12	7/13/2017	3:31 PM	SIDESWIPE	N	Y	1	1	6
3	6/4/2014	1:30 PM	SIDESWIPE	N	N	1	2	8	13	10/25/2017	6:40 PM	REAR END	N	Y	3	2	5
4	7/10/2015	10:35 PM	ANGLE	N	N	3	1	12	14	11/28/2017	2:34 PM	SIDESWIPE	N	Y	1	1	8
5	11/28/2015	1:39 PM	ANGLE	N	N	1	2	2	15	2/15/2018	7:53 AM	ANGLE	N	N	1	2	8
6	4/15/2016	8:38 PM	SIDESWIPE	N	Y	1	1	6	16	4/14/2018	10:57 PM	ANGLE	N	N	1	1	8
7	5/14/2016	11:19 PM	ANGLE	N	N	3	1	8	17	11/1/2018	2:42 PM	REAR END	N	Y	1	1	5
8	8/25/2016	1:08 PM	SINGLE VEHICLE	N	N	1	1	8	18	11/9/2018	7:13 PM	PEDESTRIAN	N	Y	3	2	11
9	3/2/2017	11:38 AM	BICYCLE	N	N	1	1	0	19	12/13/2018	4:33 PM	REAR END	N	N	3	1	5
10	5/21/2017	2:15 PM	ANGLE	N	N	1	1	2									

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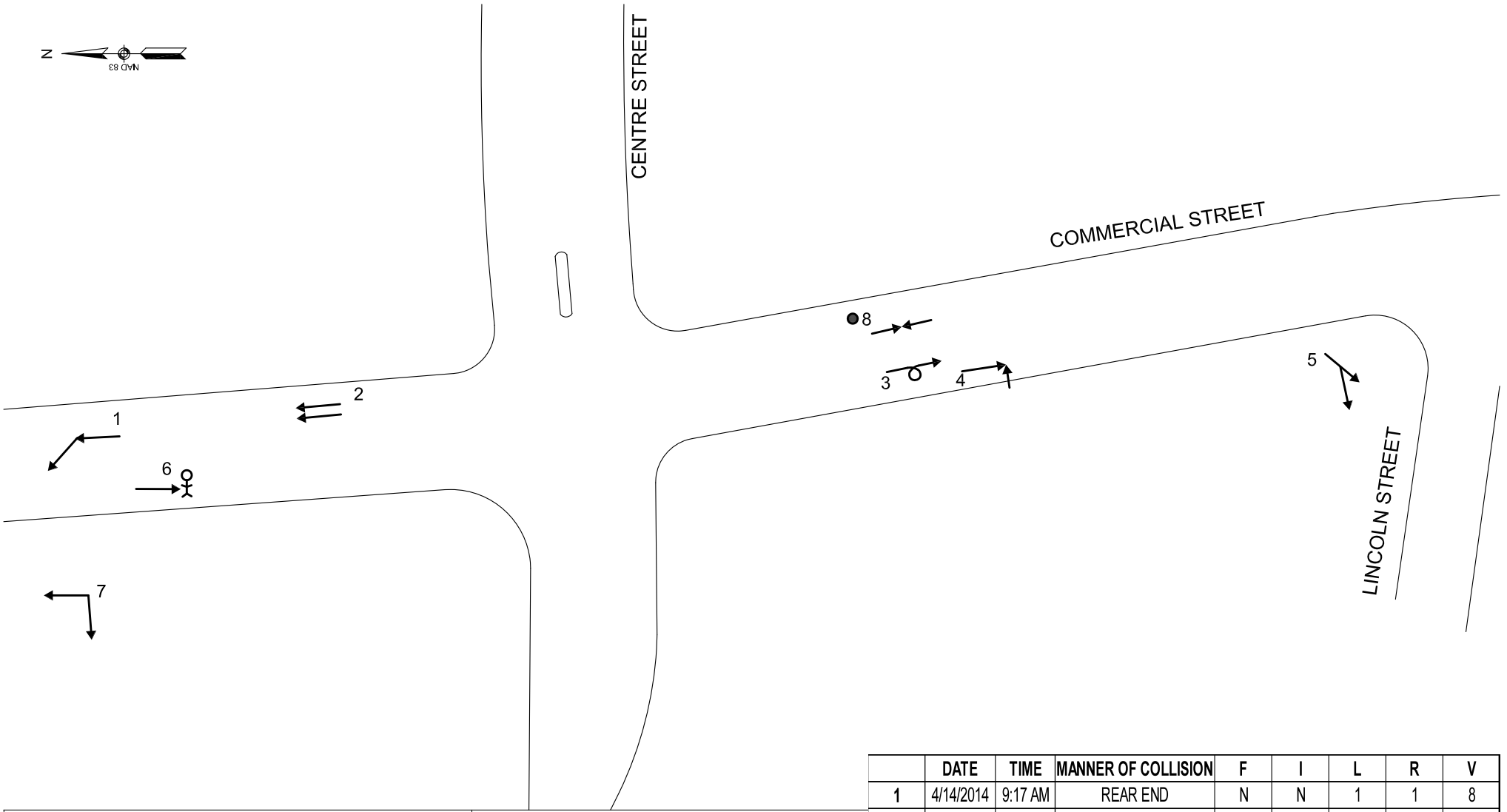

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REAR END
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INJURY ACCIDENT
VEHICLE
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*EXACT LOCATION UNKNOWN

	DATE	TIME	MANNER OF COLLISION	F	I	L	R	V
1	4/14/2014	9:17 AM	REAR END	N	N	1	1	8
2	5/18/2014	7:44 AM	SIDESWIPE	N	N	1	1	9
3	6/16/2014	11:16 AM	BICYCLE	N	Y	1	1	12
4	7/10/2014	4:11 PM	ANGLE	N	Y	1	1	9
5	9/24/2014	10:31 AM	ANGLE	N	N	1	1	9
6	11/20/2017	7:16 AM	PEDESTRIAN	N	Y	1	1	2
7	12/15/2017	2:58 PM	ANGLE	N	N	1	1	9
8	2/8/2018	9:44 AM	HEAD ON	Y	Y	1	1	7

Appendix C: Cost Estimate Summary

Item List and Cost Estimate

Downtown Traffic Study

Brockton, MA

Computed By: CKS
SOA
05/13/20

Item	Unit	Description	Unit Price	Quantity	Cost
101.	ACRE	CLEARING AND GRUBBING	$30,000.00	0.5	$15,000.00
102.51	EA	INDIVIDUAL TREE PROTECTION	$220.00	100	$22,000.00
103.	EA	TREE REMOVED - DIAMETER UNDER 24 INCHES	$1,500.00	50	$75,000.00
120.1	CY	UNCLASSIFIED EXCAVATION	$25.00	13,800	$345,000.00
141.1	CY	TEST PIT FOR EXPLORATION	$94.00	235	$22,090.00
144.	CY	CLASS B ROCK EXCAVATION	$250.00	160	$40,000.00
146.	EA	DRAINAGE STRUCTURE REMOVED	$650.00	10	$6,500.00
150.	CY	ORDINARY BORROW	$30.00	10	$300.00
151.	CY	GRAVEL BORROW	$36.00	15,818	$569,447.76
151.2	CY	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	$57.00	570	$32,490.00
156.	TON	CRUSHED STONE	$50.00	95	$4,750.00
170.	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA	$9.00	108,000	$972,000.00
201.	EA	CATCH BASIN	$4,500.00	50	$225,000.00
204.	EA	GUTTER INLET	$1,890.00	120	$226,800.00
220.	EA	DRAINAGE STRUCTURE ADJUSTED	$465.00	185	$86,025.00
220.2	FT	DRAINAGE STRUCTURE REBUILT	$500.00	20	$10,000.00
220.3	EA	DRAINAGE STRUCTURE CHANGE IN TYPE	$1,150.00	120	$138,000.00
220.5	EA	DRAINAGE STRUCTURE REMODELED	$800.00	10	$8,000.00
220.7	EA	SANITARY STRUCTURE ADJUSTED	$386.00	50	$19,300.00
222.3	EA	FRAME AND GRATE (OR COVER) MUNICIPAL STANDARD	$850.00	90	$76,500.00
223.1 *	EA	FRAME AND GRATE (OR COVER) REMOVED AND STACKED	$125.00	30	$3,750.00
227.3	CY	REMOVAL OF DRAINAGE STRUCTURE SEDIMENT	$162.00	320	$51,840.00
227.31	FT	REMOVAL OF DRAINAGE PIPE SEDIMENT	$13.00	50	$650.00
241.12	FT	12 INCH REINFORCED CONCRETE PIPE	$110.00	1,880	$206,800.00
357.12	EA	12 INCH GATE BOX	$442.00	50	$22,100.00
358.	EA	GATE BOX ADJUSTED	$200.00	50	$10,000.00
376.5 *	EA	HYDRANT - ADJUSTED	$1,600.00	30	$48,000.00
381.	EA	SERVICE BOX	$325.00	200	$65,000.00
381.3	EA	SERVICE BOX ADJUSTED	$275.00	150	$41,250.00
402.	CY	DENSE GRADED CRUSHED STONE FOR SUB-BASE	$60.00	9,900	$594,000.00
415. *	SY	PAVEMENT MICROMILLING	$4.00	14,450	$57,800.00
440.	LB	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	$0.50	323,940	$161,970.00
443.	MGL	WATER FOR ROADWAY DUST CONTROL	$62.00	214	$13,268.00
450.9 *	TON	CONTRACTOR QUALITY CONTROL	$4.00	35,510	$142,040.00
451. *	TON	HMA FOR PATCHING	$200.00	490	$98,000.00
452. *	GAL	ASPHALT EMULSION FOR TACK COAT	$3.50	8,550	$29,925.00
453. *	FT	HMA JOINT SEALANT	$1.00	5,000	$5,000.00
455.23 *	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	$110.00	8,820	$970,200.00
455.32 *	TON	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	$120.00	7,340	$880,800.00
455.42 *	TON	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5)	$105.00	18,860	$1,980,300.00
472.	TON	HOT MIX ASPHALT FOR MISCELLANEOUS WORK	$200.00	30	$6,000.00
482.4	FT	SAWCUTTING PORTLAND CEMENT CONCRETE	$6.00	500	$3,000.00
482.5	FT	SAWCUTTING ASPHALT PAVEMENT FOR BOX WIDENING	$3.00	1,500	$4,500.00
506.	FT	GRANITE CURB TYPE VB - STRAIGHT	$44.00	5,160	$227,040.00
506.1	FT	GRANITE CURB TYPE VB - CURVED	$42.00	520	$21,840.00
509.	FT	GRANITE TRANSITION CURB FOR WHEELCHAIR RAMPS - STRAIGHT	$38.25	520	$19,890.00
509.1	FT	GRANITE TRANSITION CURB FOR WHEELCHAIR RAMPS - CURVED	$48.00	260	$12,480.00
580.	FT	CURB REMOVED AND RESET	$24.50	16,910	$414,295.00
594.	FT	CURB REMOVED AND DISCARDED	$4.00	1,880	$7,520.00

Item	Unit	Description	Unit Price	Quantity	Cost
697.1 *	EA	SILT SACK	$210.00	50	$10,500.00
701.	SY	CEMENT CONCRETE SIDEWALK	$40.00	29,770	$1,190,800.00
701.1	SY	CEMENT CONCRETE SIDEWALK AT DRIVEWAYS	$53.00	6,070	$321,710.00
701.2	SY	CEMENT CONCRETE WHEELCHAIR RAMP	$120.00	870	$104,400.00
702.	TON	HOT MIX ASPHALT WALK SURFACE	$180.00	0	$0.00
703.	TON	HOT MIX ASPHALT DRIVEWAY	$180.00	10	$1,800.00
748.	LS	MOBILIZATION	$536,000.00	1	$536,000.00
751.	CY	LOAM BORROW	$45.00	80	$3,600.00
756.	LS	NPDES STORMWATER POLLUTION PREVENTION PLAN	$4,500.00	0	$0.00
765.	SY	SEEDING	$2.00	560	$1,120.00
765.4 *	SY	RESTORATION SEEDING	$2.50	560	$1,400.00
804.3	FT	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL)	$34.00	9,500	$323,000.00
811.30	EA	PULL BOX 8 X 23 INCHES - SD2.030	$800.00	38	$30,400.00
811.31	EA	PULL BOX 12 X 12 INCHES - SD2.031	$915.00	152	$139,080.00
816.01	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 1	$220,000.00	1	$220,000.00
816.02	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 2 (Warren at Pleasant)	$50,000.00	1	$50,000.00
816.03	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 3	$300,000.00	1	$300,000.00
816.04	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 4	$250,000.00	1	$250,000.00
816.05	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 5	$250,000.00	1	$250,000.00
816.06	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 6	$250,000.00	1	$250,000.00
816.07	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 7 (Main at Pleasant)	$50,000.00	1	$50,000.00
816.08	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 8	$300,000.00	1	$300,000.00
816.09	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 9	$250,000.00	1	$250,000.00
816.10	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 10	$250,000.00	1	$250,000.00
816.11	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 11	$250,000.00	1	$250,000.00
816.12	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 12	$250,000.00	1	$250,000.00
816.13	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 13	$250,000.00	1	$250,000.00
816.14	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 14 (Montello at Centre)	$0.00	1	$0.00
816.15	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 15	$250,000.00	1	$250,000.00
816.16	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 16	$250,000.00	1	$250,000.00
816.17	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 17	$250,000.00	1	$250,000.00
816.18	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 18	$250,000.00	1	$250,000.00
816.19	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 19	$250,000.00	1	$250,000.00
816.20	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 20	$250,000.00	1	$250,000.00
816.21	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 21 (Main at Maple)	$200,000.00	1	$200,000.00
	LS	CLOSED LOOP SIGNAL SYSTEM	$100,000.00	1	$100,000.00
	EA	ADAPTIVE SIGNAL CONTROLS (ALL LOCATIONS)	$75,000.00	20	$1,500,000.00
816.80 *	LS	TRAFFIC CONTROL SIGNAL REMOVED AND STACKED	$5,000.00	20	$100,000.00
816.81 *	LS	TEMPORARY TRAFFIC CONTROL SIGNAL	$5,000.00	20	$100,000.00
851.1	DAY	TRAFFIC CONES FOR TRAFFIC MANAGEMENT	$1.00	400	$400.00
852.	SF	SAFETY SIGNING FOR TRAFFIC MANAGEMENT	$19.00	720	$13,680.00
853.1	EA	PORTABLE BREAKAWAY BARRICADE TYPE III	$125.00	50	$6,250.00
853.2	FT	TEMPORARY BARRIER (TL-2)	$37.50	500	$18,750.00
853.21	FT	TEMPORARY BARRIER REMOVED AND RESET	$25.00	500	$12,500.00
854.036	FT	TEMPORARY PAVEMENT MARKINGS - 6 INCH (TAPE)	$1.35	5,000	$6,750.00
856.	DAY	ARROW BOARD	$8.50	2,400	$20,400.00
856.12	DAY	PORTABLE CHANGEABLE MESSAGE SIGN	$20.00	1,200	$24,000.00
859.	DAY	REFLECTORIZED DRUM	$0.25	80,000	$20,000.00
864.04	SF	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC	$6.50	4,200	$27,300.00
866.106	FT	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	$1.00	39,300	$39,300.00
866.112	SF	12 INCH RELECTORIZED WHITE LINE (THERMOPLASTIC)	$3.00	7,500	$22,500.00
867.106	FT	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	$1.00	14,650	$14,650.00
867.112	SF	12 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	$3.30	0	$0.00
874.	EA	STREET NAME SIGN	$100.00	0	$0.00
874.4 *	EA	TRAFFIC SIGN REMOVED AND STACKED	$25.00	50	$1,250.00
986.2 *	CY	MODIFIED ROCKFILL	$70.00	0	$0.00

Item	Unit	Description	Unit Price	Quantity	Cost
999.002	EA	BORINGS FOR MAST ARM FOUNDATIONS	$6,500.00	20	$130,000.00
				SUBTOTAL BID ITEMS	**$18,305,000.76**
				20% CONSTRUCTION CONTINGENCY	$3,661,000
				SUBTOTAL CONSTRUCTION	**$21,966,001**
				5% TRAFFIC CONTROL CONTINGENCY	$915,250
				15% DESIGN ENGINEERING	$2,745,750
				10% CONSTRUCTION ENGINEERING	$1,830,500
				ROADWAY SUBTOTAL	**$27,460,000**
244.30		FT SEWER UTILITY: 30" REINFORCED CONCRETE PIPE - Warren Avenue	$250.00	2350	$587,500.00
244.30		FT SEWER UTILITY: 30" REINFORCED CONCRETE PIPE - Main Street	$250.00	3150	$787,500.00
210.		EA SEWER MANHOLE	$3,500.00	40	$140,000.00
303.16		FT WATER UTILITY: 16" DUCTILE IRON WATER PIPE - Warren Avenue	$280.00	2350	$658,000.00
303.16		FT WATER UTILITY: 16" DUCTILE IRON WATER PIPE - Main Street	$280.00	3150	$882,000.00
202.		EA WATER MANHOLE	$4,400.00	40	$176,000.00
801.42		FT 4 INCH ELECTRICAL CONDUIT TYPE NM - (DOUBLE)	$90.00	24450	$2,200,500.00
811.10		EA ELECTRIC MANHOLE	$3,500.00	36	$126,000.00
811.20		EA ELECTRIC HANDHOLE	$425.00	110	$46,750.00
				SUBTOTAL UTILITIES	**$5,604,250.00**
		FT STREETSCAPE / LANDSCAPE	$ 200.00	22825	**$4,565,000.00**
				OVERALL SUBTOTAL	**$37,629,250.00**

Appendix D: Traffic Volumes

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (5) / RG
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Main Street_AM
Site Code : 44
Start Date : 4/5/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Main Street Southbound				Main Street Northbound				Belmont Street (Route 123) Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	1	73	0	0	73	17	112	3	132	206
07:15 AM	0	0	0	0	97	0	1	98	31	120	1	152	250
07:30 AM	0	0	0	0	96	0	0	96	22	132	1	155	251
07:45 AM	0	0	0	0	110	0	0	110	31	144	3	178	288
Total	0	0	1	1	376	0	1	377	101	508	8	617	995
08:00 AM	0	0	0	0	107	0	1	108	22	150	1	173	281
08:15 AM	0	0	0	0	116	0	0	116	20	132	11	163	279
08:30 AM	0	0	1	1	102	0	0	102	28	130	10	168	271
08:45 AM	0	0	0	0	123	0	2	125	21	151	14	186	311
Total	0	0	1	1	448	0	3	451	91	563	36	690	1142
Grand Total	0	0	2	2	824	0	4	828	192	1071	44	1307	2137
Apprch %	0	0	100		99.5	0	0.5		14.7	81.9	3.4		
Total %	0	0	0.1	0.1	38.6	0	0.2	38.7	9	50.1	2.1	61.2	
Cars	0	0	0	0	793	0	0	793	185	1010	0	1195	1988
% Cars	0	0	0	0	96.2	0	0	95.8	96.4	94.3	0	91.4	93
Buses	0	0	2	2	15	0	3	18	2	23	26	51	71
% Buses	0	0	100	100	1.8	0	75	2.2	1	2.1	59.1	3.9	3.3
Trucks	0	0	0	0	16	0	1	17	5	38	18	61	78
% Trucks	0	0	0	0	1.9	0	25	2.1	2.6	3.5	40.9	4.7	3.6

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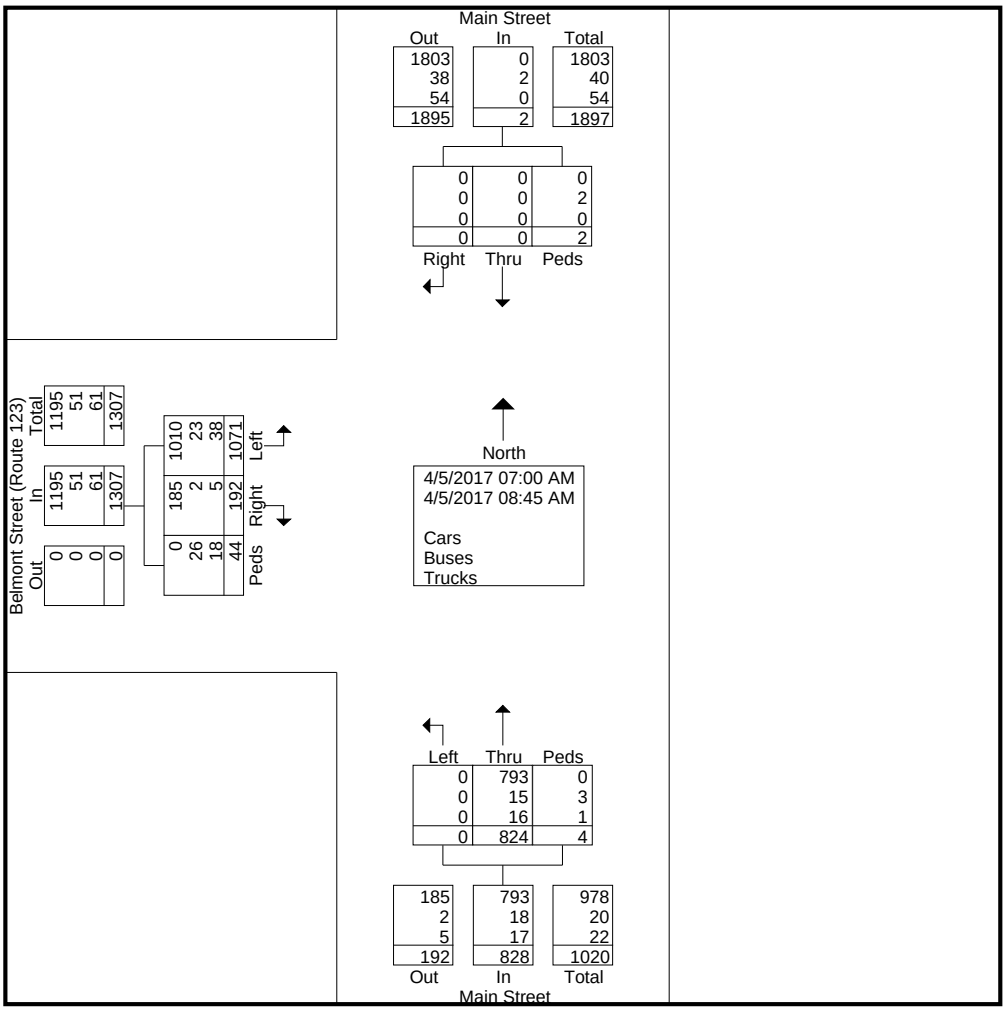

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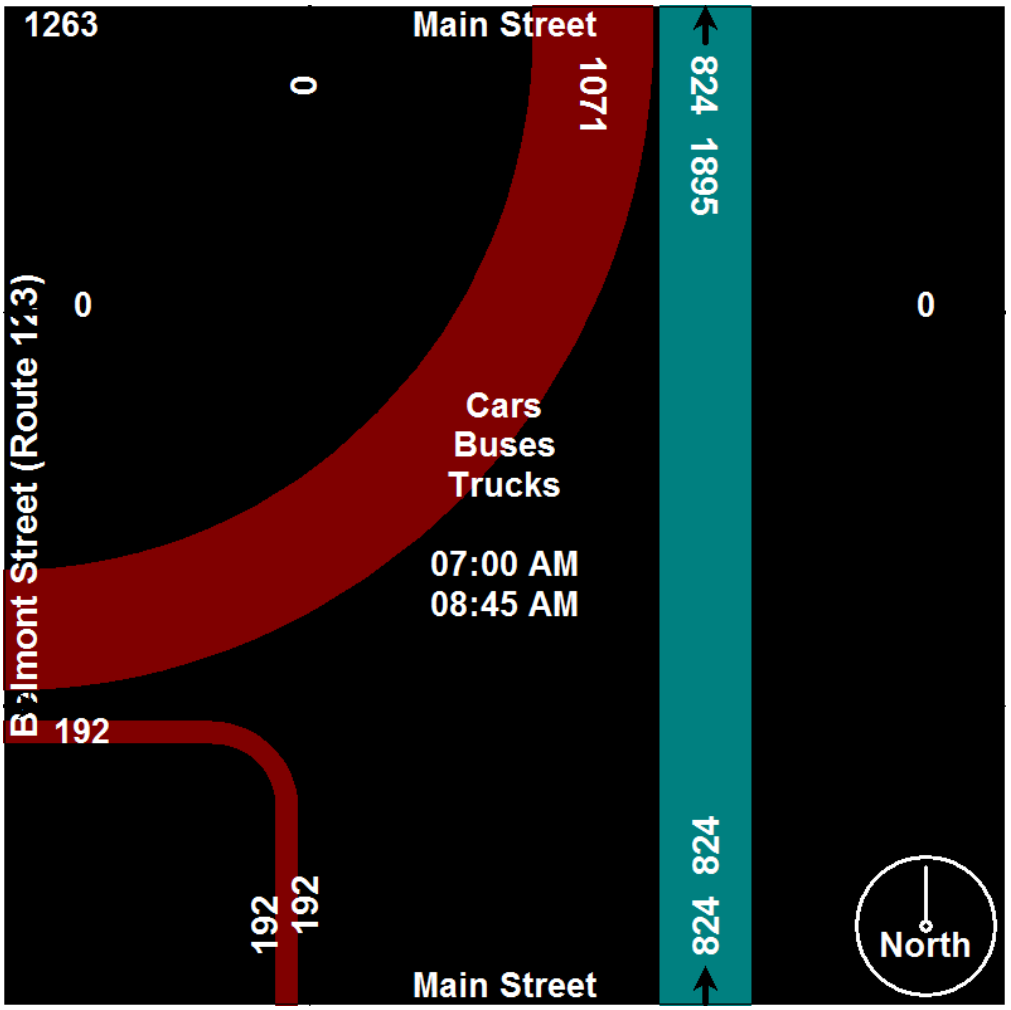

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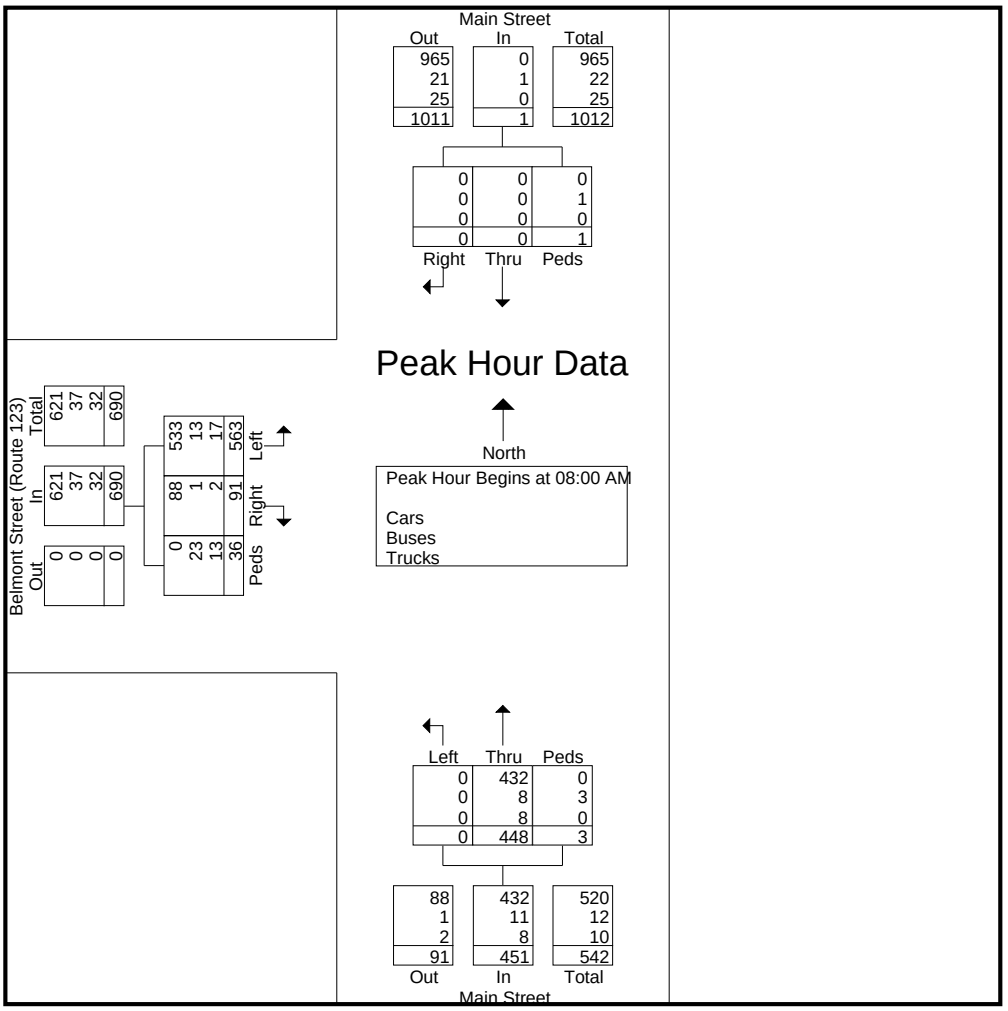
File Name : Belmont Street (Route 123) & Main Street_AM
Site Code : 44
Start Date : 4/5/2017
Page No : 4

	Main Street Southbound				Main Street Northbound				Belmont Street (Route 123) Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	107	0	1	108	22	150	1	173	281
08:15 AM	0	0	0	0	116	0	0	116	20	132	11	163	279
08:30 AM	0	0	**1**	**1**	102	0	0	102	**28**	130	10	168	271
08:45 AM	0	0	0	0	**123**	0	**2**	**125**	21	**151**	**14**	**186**	**311**
Total Volume	0	0	1	1	448	0	3	451	91	563	36	690	1142
% App. Total	0	0	100		99.3	0	0.7		13.2	81.6	5.2		
PHF	.000	.000	.250	.250	.911	.000	.375	.902	.813	.932	.643	.927	.918
Cars	0	0	0	0	432	0	0	432	88	533	0	621	1053
% Cars	0	0	0	0	96.4	0	0	95.8	96.7	94.7	0	90.0	92.2
Buses	0	0	1	1	8	0	3	11	1	13	23	37	49
% Buses	0	0	100	100	1.8	0	100	2.4	1.1	2.3	63.9	5.4	4.3
Trucks	0	0	0	0	8	0	0	8	2	17	13	32	40
% Trucks	0	0	0	0	1.8	0	0	1.8	2.2	3.0	36.1	4.6	3.5



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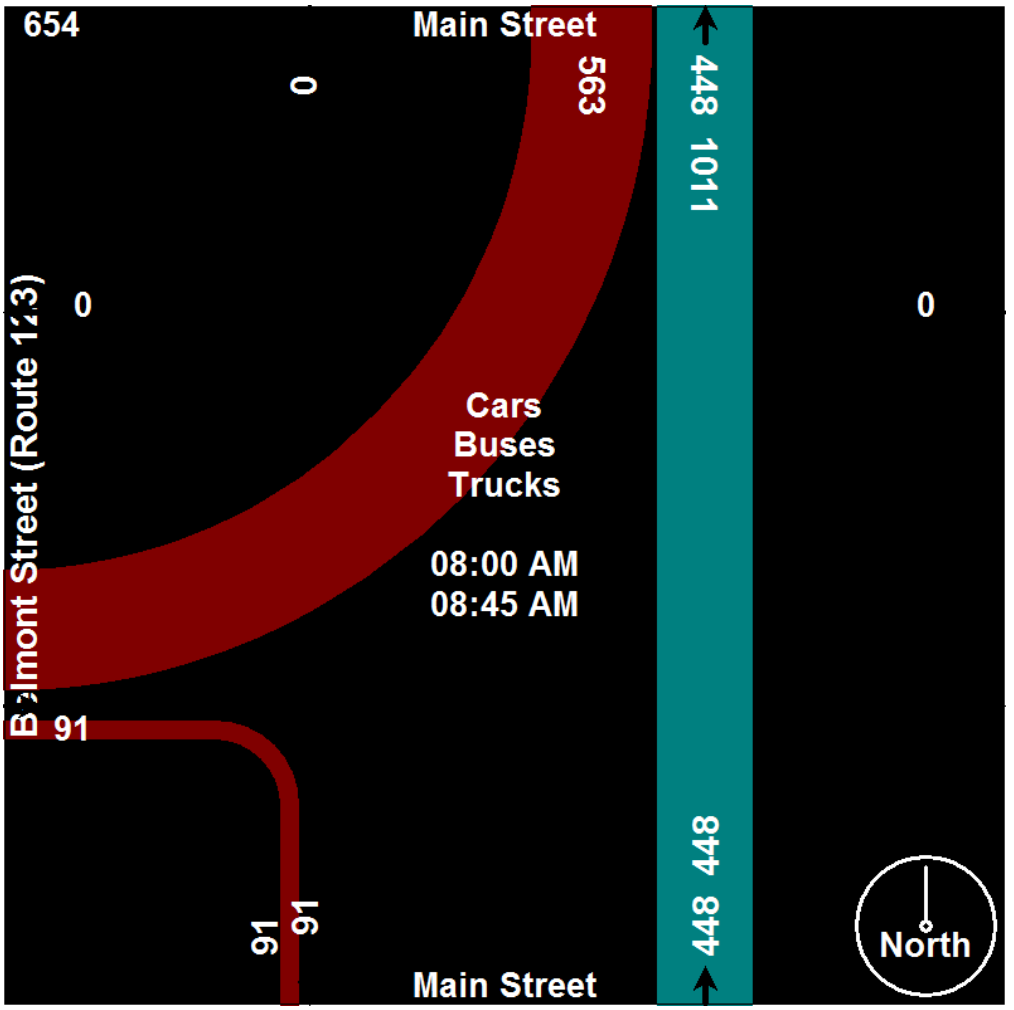

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Community: Brockton
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Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Main Street_PM
Site Code : 44
Start Date : 4/4/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Main Street Southbound				Main Street Northbound				Belmont Street (Route 123) Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	2	109	0	1	110	56	152	6	214	326
04:15 PM	0	0	4	4	111	0	4	115	60	136	6	202	321
04:30 PM	0	0	1	1	112	0	4	116	57	169	4	230	347
04:45 PM	0	0	0	0	104	0	2	106	63	174	3	240	346
Total	0	0	7	7	436	0	11	447	236	631	19	886	1340
05:00 PM	0	0	3	3	109	0	3	112	48	172	7	227	342
05:15 PM	0	0	0	0	99	0	0	99	53	173	6	232	331
05:30 PM	0	0	0	0	102	0	2	104	50	164	4	218	322
05:45 PM	0	0	0	0	106	0	0	106	59	148	3	210	316
Total	0	0	3	3	416	0	5	421	210	657	20	887	1311
Grand Total	0	0	10	10	852	0	16	868	446	1288	39	1773	2651
Apprch %	0	0	100		98.2	0	1.8		25.2	72.6	2.2		
Total %	0	0	0.4	0.4	32.1	0	0.6	32.7	16.8	48.6	1.5	66.9	
Cars	0	0	0	0	837	0	0	837	435	1264	0	1699	2536
% Cars	0	0	0	0	98.2	0	0	96.4	97.5	98.1	0	95.8	95.7
Buses	0	0	8	8	6	0	10	16	8	16	17	41	65
% Buses	0	0	80	80	0.7	0	62.5	1.8	1.8	1.2	43.6	2.3	2.5
Trucks	0	0	2	2	9	0	6	15	3	8	22	33	50
% Trucks	0	0	20	20	1.1	0	37.5	1.7	0.7	0.6	56.4	1.9	1.9

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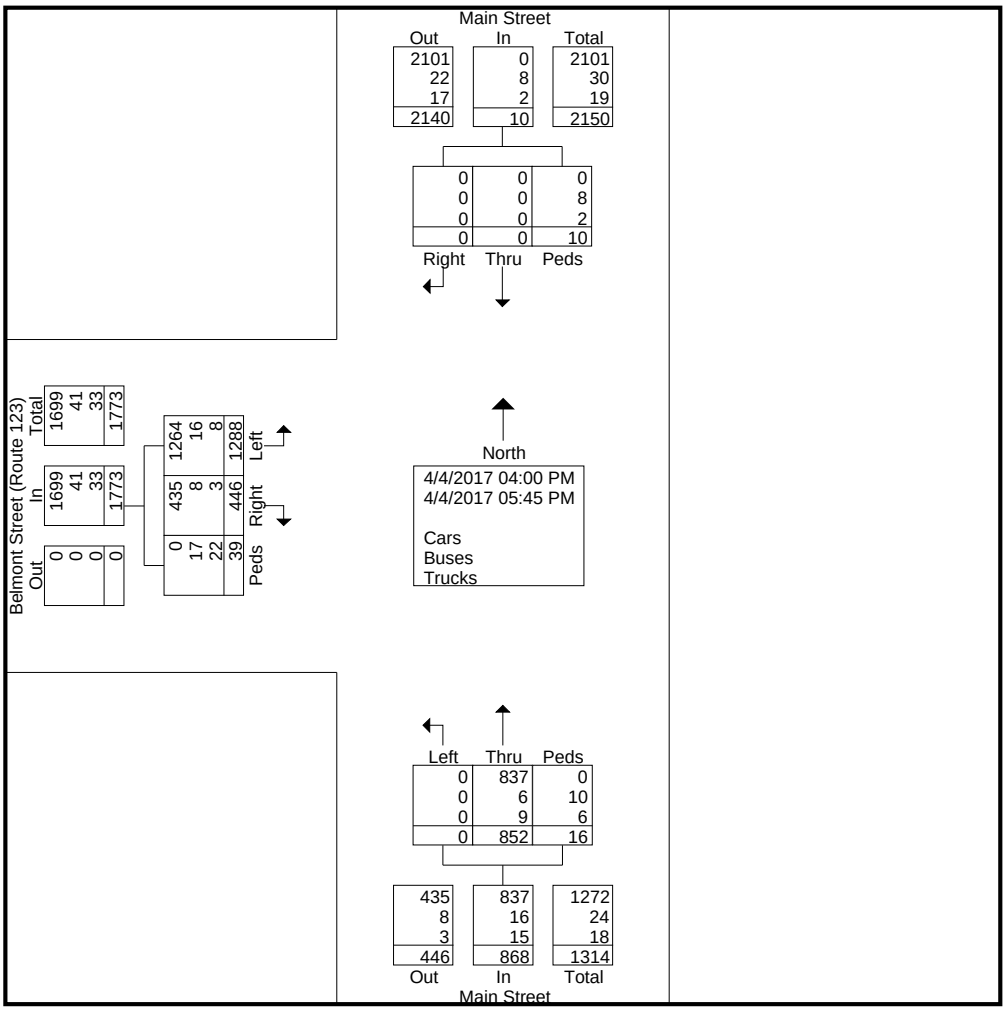

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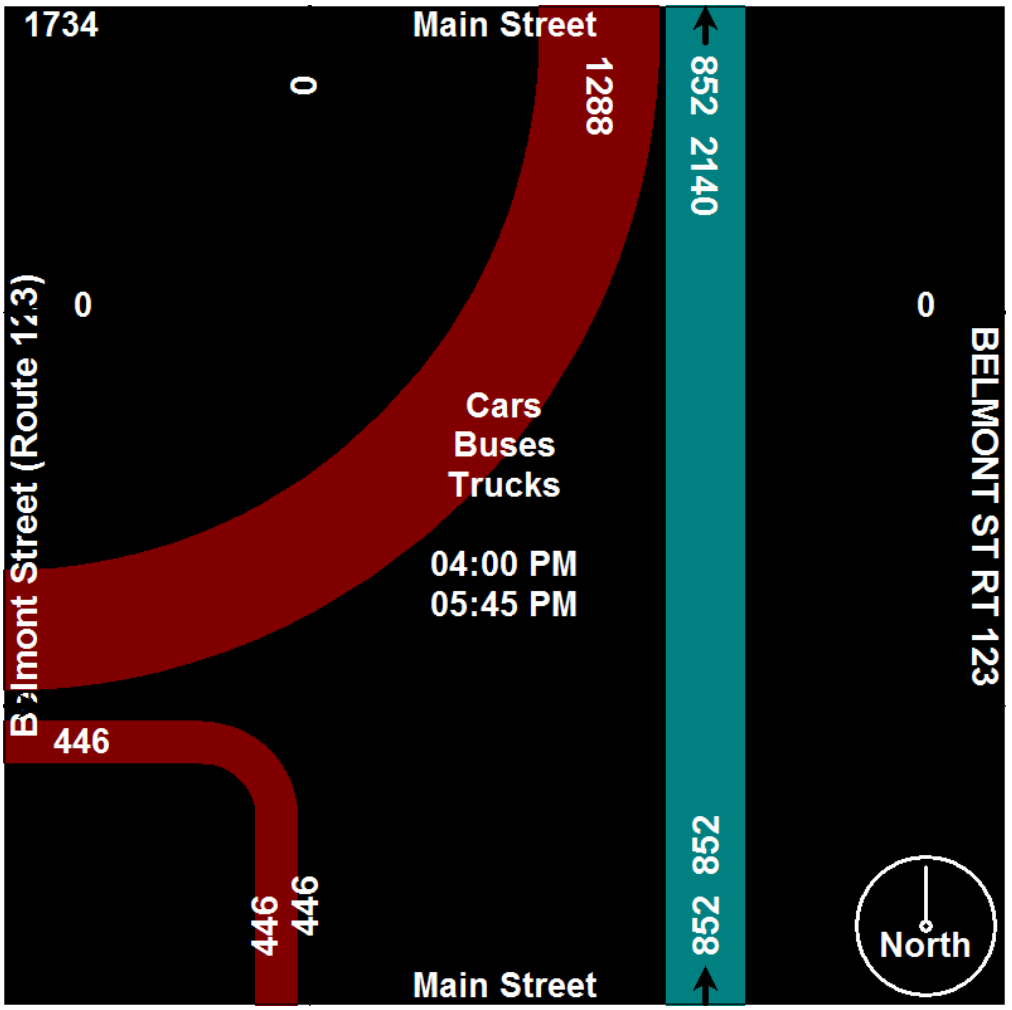

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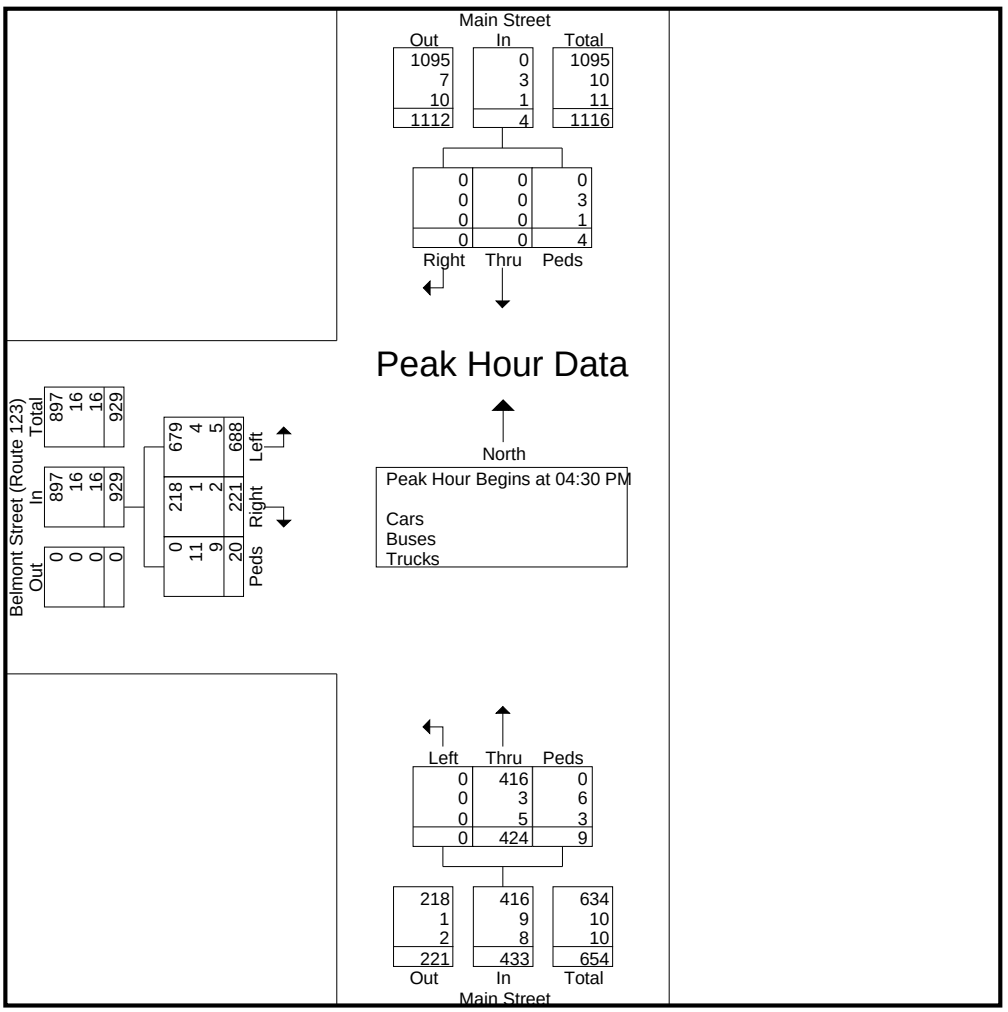
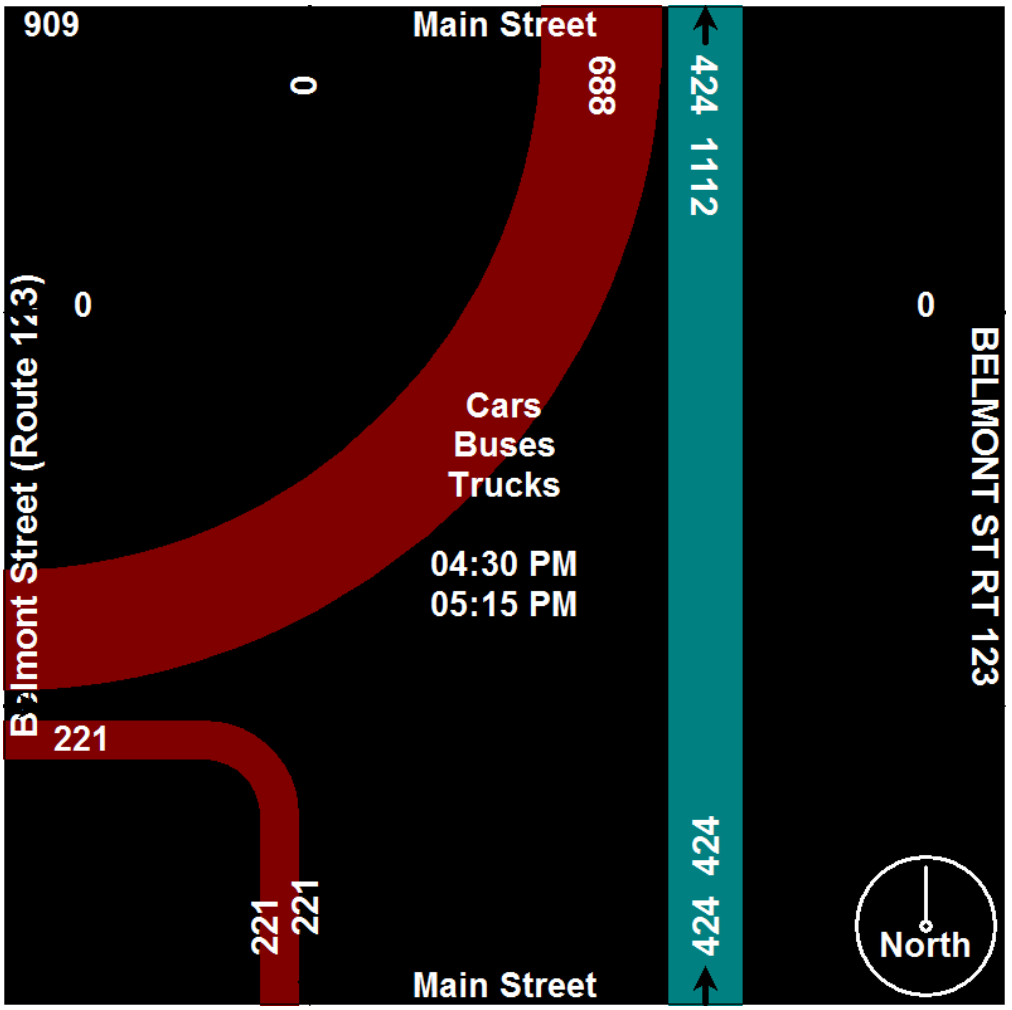
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	0	1	1	**112**	0	**4**	**116**	57	169	4	230	**347**
04:45 PM	0	0	0	0	104	0	2	106	**63**	**174**	3	**240**	346
05:00 PM	0	0	**3**	**3**	109	0	3	112	48	172	**7**	227	342
05:15 PM	0	0	0	0	99	0	0	99	53	173	6	232	331
Total Volume	0	0	4	4	424	0	9	433	221	688	20	929	1366
% App. Total	0	0	100		97.9	0	2.1		23.8	74.1	2.2		
PHF	.000	.000	.333	.333	.946	.000	.563	.933	.877	.989	.714	.968	.984
Cars	0	0	0	0	416	0	0	416	218	679	0	897	1313
% Cars	0	0	0	0	98.1	0	0	96.1	98.6	98.7	0	96.6	96.1
Buses	0	0	3	3	3	0	6	9	1	4	11	16	28
% Buses	0	0	75.0	75.0	0.7	0	66.7	2.1	0.5	0.6	55.0	1.7	2.0
Trucks	0	0	1	1	5	0	3	8	2	5	9	16	25
% Trucks	0	0	25.0	25.0	1.2	0	33.3	1.8	0.9	0.7	45.0	1.7	1.8



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (5) / RG
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Main Street_PM
Site Code : 44
Start Date : 4/4/2017
Page No : 5



Old Colony Planning Council
70 School Street
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(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_AM
Site Code : 44
Start Date : 3/30/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					Belmont Street (Route 123) Westbound					Warren Avenue Northbound					Belmont Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	62	38	19	2	121	0	0	0	0	0	31	0	24	0	55	8	93	0	0	101	277
07:15 AM	63	50	18	0	131	0	0	0	2	2	36	0	22	0	58	10	126	0	0	136	327
07:30 AM	50	59	35	1	145	0	0	0	0	0	45	0	22	1	68	13	123	0	0	136	349
07:45 AM	82	59	40	2	183	0	0	0	1	1	53	0	29	1	83	12	162	0	2	176	443
Total	257	206	112	5	580	0	0	0	3	3	165	0	97	2	264	43	504	0	2	549	1396
08:00 AM	93	64	34	0	191	0	0	0	0	0	41	0	27	0	68	14	112	0	0	126	385
08:15 AM	89	51	30	1	171	0	0	0	0	0	42	0	30	1	73	19	151	0	7	177	421
08:30 AM	79	43	46	0	168	0	0	0	3	3	53	0	34	0	87	14	108	0	2	124	382
08:45 AM	70	40	50	0	160	0	0	0	0	0	41	3	32	1	77	9	146	0	8	163	400
Total	331	198	160	1	690	0	0	0	3	3	177	3	123	2	305	56	517	0	17	590	1588
Grand Total	588	404	272	6	1270	0	0	0	6	6	342	3	220	4	569	99	1021	0	19	1139	2984
Apprch %	46.3	31.8	21.4	0.5		0	0	0	100		60.1	0.5	38.7	0.7		8.7	89.6	0	1.7		
Total %	19.7	13.5	9.1	0.2	42.6	0	0	0	0.2	0.2	11.5	0.1	7.4	0.1	19.1	3.3	34.2	0	0.6	38.2	
Cars	571	389	264	0	1224	0	0	0	0	0	334	3	211	0	548	98	989	0	0	1087	2859
% Cars	97.1	96.3	97.1	0	96.4	0	0	0	0	0	97.7	100	95.9	0	96.3	99	96.9	0	0	95.4	95.8
Buses	16	15	8	5	44	0	0	0	2	2	8	0	9	1	18	1	29	0	13	43	107
% Buses	2.7	3.7	2.9	83.3	3.5	0	0	0	33.3	33.3	2.3	0	4.1	25	3.2	1	2.8	0	68.4	3.8	3.6
Trucks	1	0	0	1	2	0	0	0	4	4	0	0	0	3	3	0	3	0	6	9	18
% Trucks	0.2	0	0	16.7	0.2	0	0	0	66.7	66.7	0	0	0	75	0.5	0	0.3	0	31.6	0.8	0.6

Old Colony Planning Council
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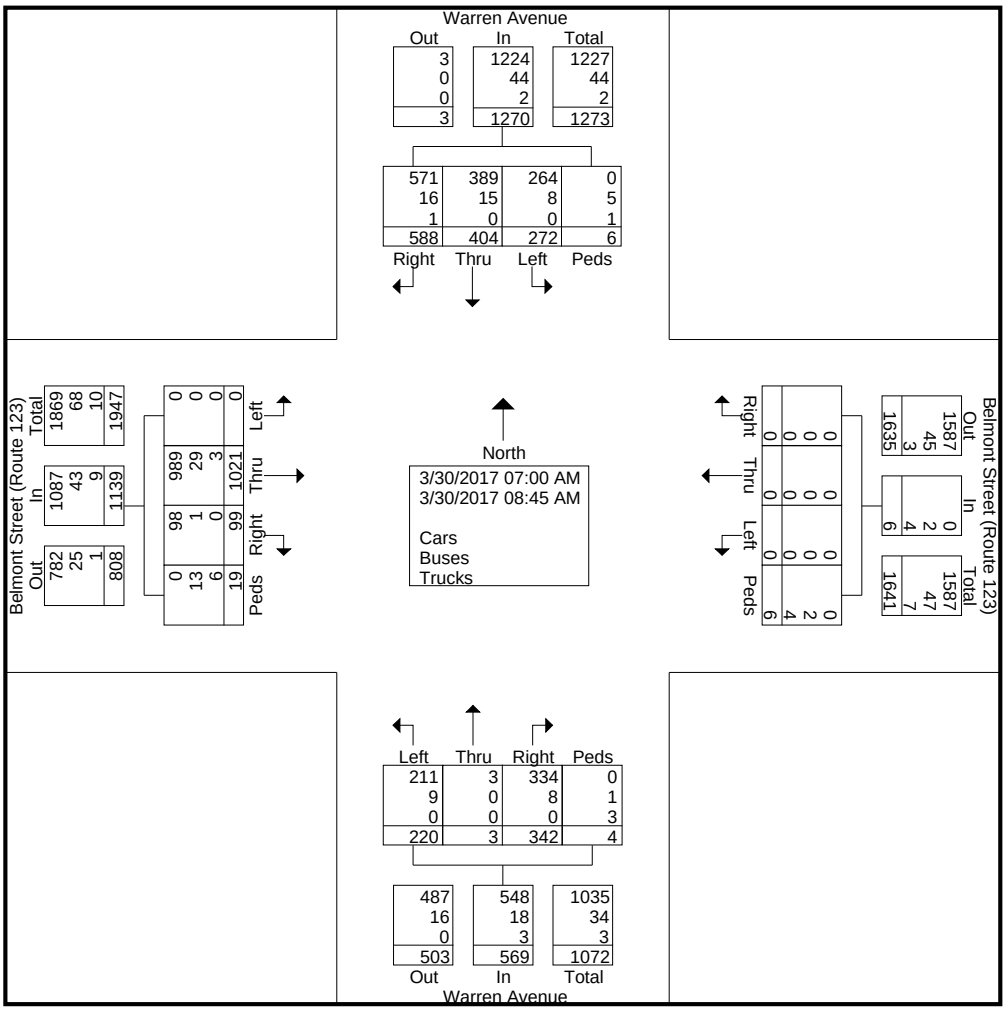
Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_AM
Site Code : 44
Start Date : 3/30/2017
Page No : 2



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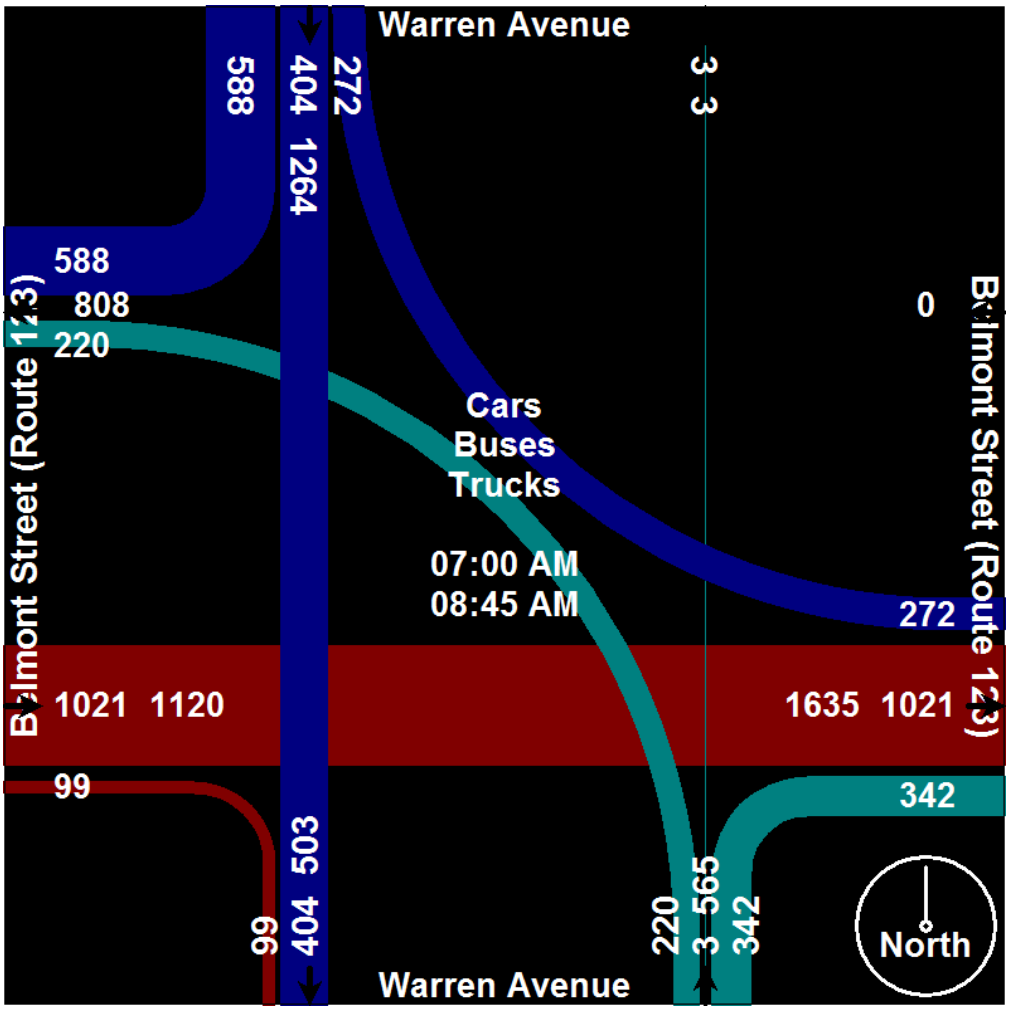
File Name : Belmont Street (Route 123) & Warren Avenue_AM
Site Code : 44
Start Date : 3/30/2017
Page No : 3



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Community: Brockton
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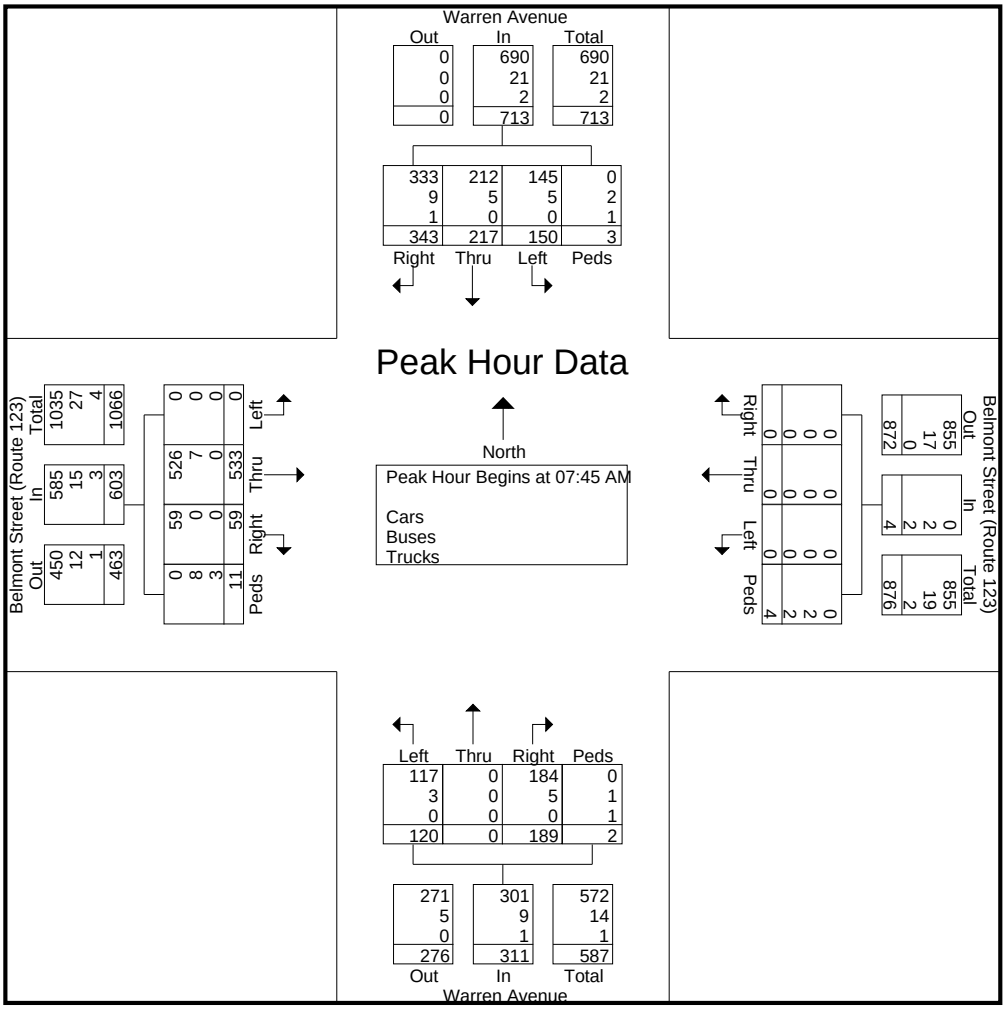
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_AM
Site Code : 44
Start Date : 3/30/2017

	Warren Avenue Southbound					Belmont Street (Route 123) Westbound					Warren Avenue Northbound					Belmont Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	82	59	40	**2**	183	0	0	0	1	1	**53**	0	29	**1**	83	12	**162**	0	2	176	**443**
08:00 AM	**93**	**64**	34	0	**191**	0	0	0	0	0	41	0	27	0	68	14	112	0	0	126	385
08:15 AM	89	51	30	1	171	0	0	0	0	0	42	0	30	1	73	**19**	151	0	**7**	**177**	421
08:30 AM	79	43	**46**	0	168	0	0	0	**3**	**3**	53	0	**34**	0	**87**	14	108	0	2	124	382
Total Volume	343	217	150	3	713	0	0	0	4	4	189	0	120	2	311	59	533	0	11	603	1631
% App. Total	48.1	30.4	21	0.4		0	0	0	100		60.8	0	38.6	0.6		9.8	88.4	0	1.8		
PHF	.922	.848	.815	.375	.933	.000	.000	.000	.333	.333	.892	.000	.882	.500	.894	.776	.823	.000	.393	.852	.920
Cars	333	212	145	0	690	0	0	0	0	0	184	0	117	0	301	59	526	0	0	585	1576
% Cars	97.1	97.7	96.7	0	96.8	0	0	0	0	0	97.4	0	97.5	0	96.8	100	98.7	0	0	97.0	96.6
Buses	9	5	5	2	21	0	0	0	2	2	5	0	3	1	9	0	7	0	8	15	47
% Buses	2.6	2.3	3.3	66.7	2.9	0	0	0	50.0	50.0	2.6	0	2.5	50.0	2.9	0	1.3	0	72.7	2.5	2.9
Trucks	1	0	0	1	2	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	8
% Trucks	0.3	0	0	33.3	0.3	0	0	0	50.0	50.0	0	0	0	50.0	0.3	0	0	0	27.3	0.5	0.5



Old Colony Planning Council
70 School Street
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Community: Brockton
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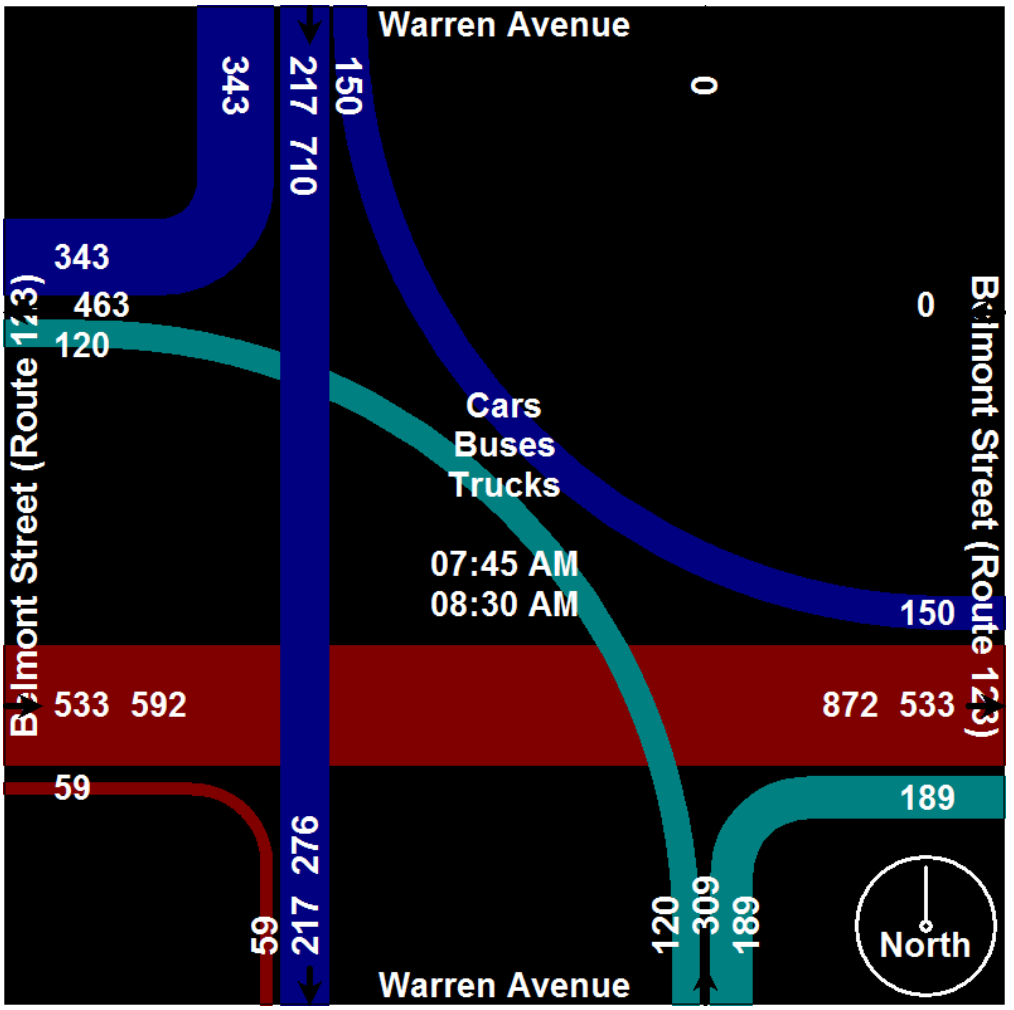
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_AM
Site Code : 44
Start Date : 3/30/2017
Page No : 5



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Community: Brockton
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Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_PM
Site Code : 44
Start Date : 3/30/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					Belmont Street (Route 123) Westbound					Warren Avenue Northbound					Belmont Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	70	80	44	0	194	0	0	0	0	0	28	1	37	0	66	20	102	0	4	126	386
04:15 PM	76	92	57	6	231	0	0	0	1	1	33	2	44	1	80	16	97	0	1	114	426
04:30 PM	71	94	35	0	200	0	0	0	1	1	48	1	43	4	96	23	117	0	2	142	439
04:45 PM	89	100	45	4	238	0	0	0	4	4	54	2	24	0	80	20	128	0	0	148	470
Total	306	366	181	10	863	0	0	0	6	6	163	6	148	5	322	79	444	0	7	530	1721
05:00 PM	101	91	52	3	247	0	0	0	0	0	40	1	36	0	77	26	137	0	0	163	487
05:15 PM	95	101	49	2	247	0	0	0	0	0	37	3	31	3	74	18	136	0	0	154	475
05:30 PM	81	100	58	3	242	0	0	0	2	2	32	0	29	1	62	24	163	0	0	187	493
05:45 PM	86	99	55	3	243	0	0	0	0	0	36	1	38	1	76	19	119	0	0	138	457
Total	363	391	214	11	979	0	0	0	2	2	145	5	134	5	289	87	555	0	0	642	1912
Grand Total	669	757	395	21	1842	0	0	0	8	8	308	11	282	10	611	166	999	0	7	1172	3633
Apprch %	36.3	41.1	21.4	1.1		0	0	0	100		50.4	1.8	46.2	1.6		14.2	85.2	0	0.6		
Total %	18.4	20.8	10.9	0.6	50.7	0	0	0	0.2	0.2	8.5	0.3	7.8	0.3	16.8	4.6	27.5	0	0.2	32.3	
Cars	659	745	391	0	1795	0	0	0	0	0	300	11	282	0	593	165	990	0	0	1155	3543
% Cars	98.5	98.4	99	0	97.4	0	0	0	0	0	97.4	100	100	0	97.1	99.4	99.1	0	0	98.5	97.5
Buses	8	10	4	10	32	0	0	0	6	6	8	0	0	5	13	1	9	0	2	12	63
% Buses	1.2	1.3	1	47.6	1.7	0	0	0	75	75	2.6	0	0	50	2.1	0.6	0.9	0	28.6	1	1.7
Trucks	2	2	0	11	15	0	0	0	2	2	0	0	0	5	5	0	0	0	5	5	27
% Trucks	0.3	0.3	0	52.4	0.8	0	0	0	25	25	0	0	0	50	0.8	0	0	0	71.4	0.4	0.7

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70 School Street
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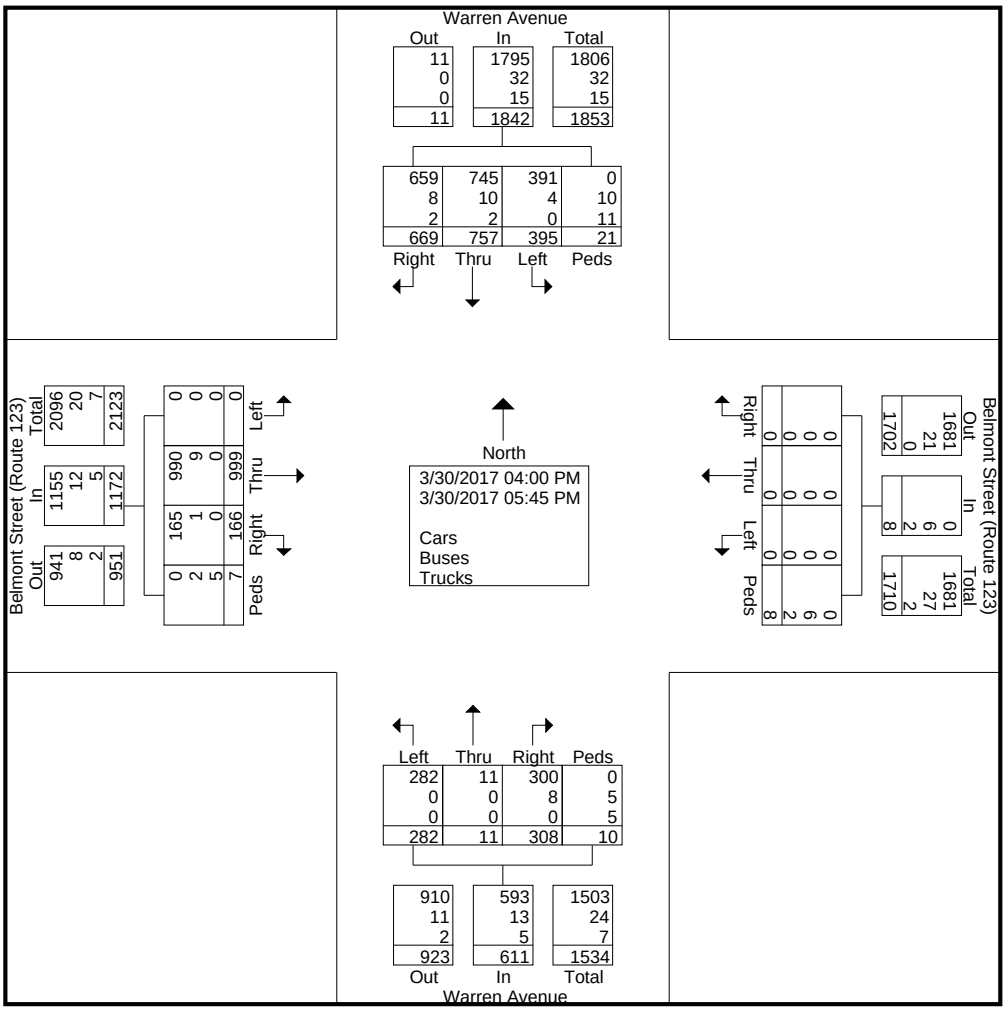
Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_PM
Site Code : 44
Start Date : 3/30/2017



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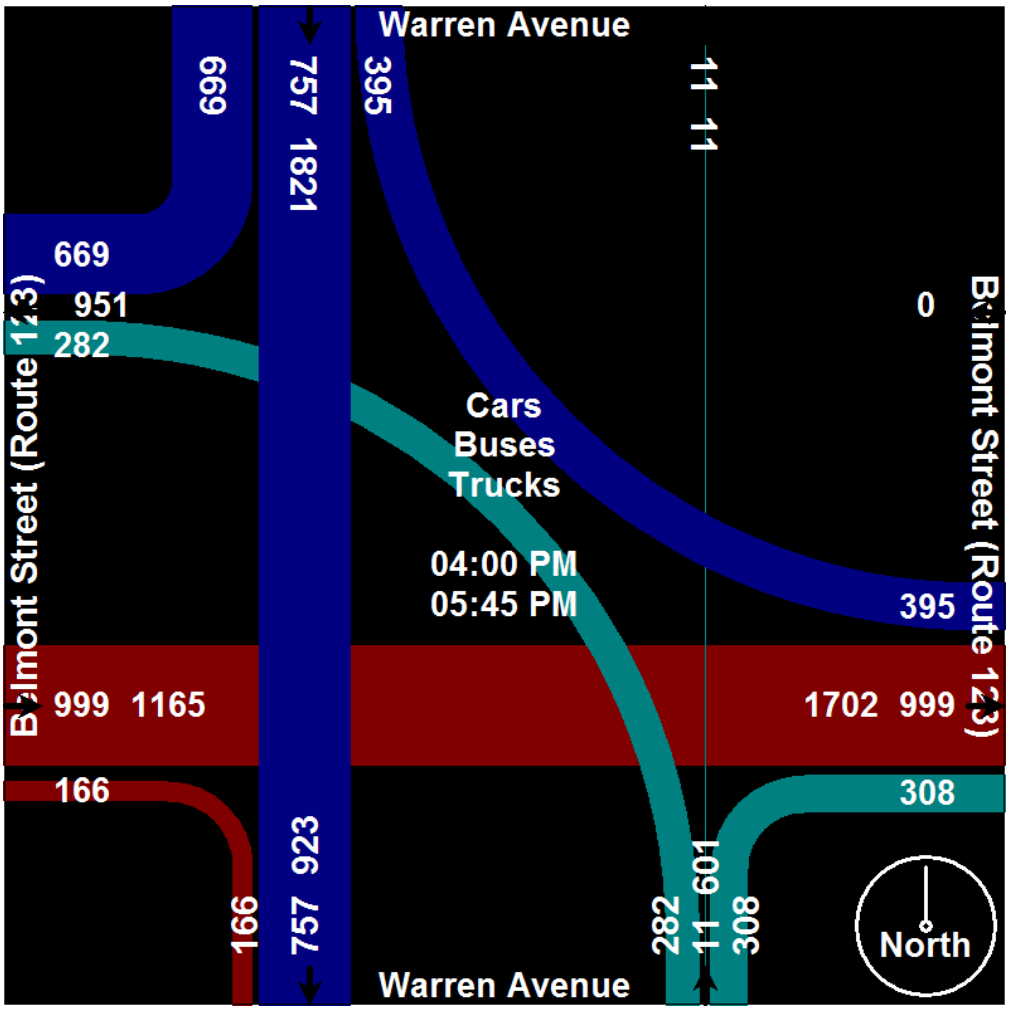
File Name : Belmont Street (Route 123) & Warren Avenue_PM
Site Code : 44
Start Date : 3/30/2017
Page No : 3



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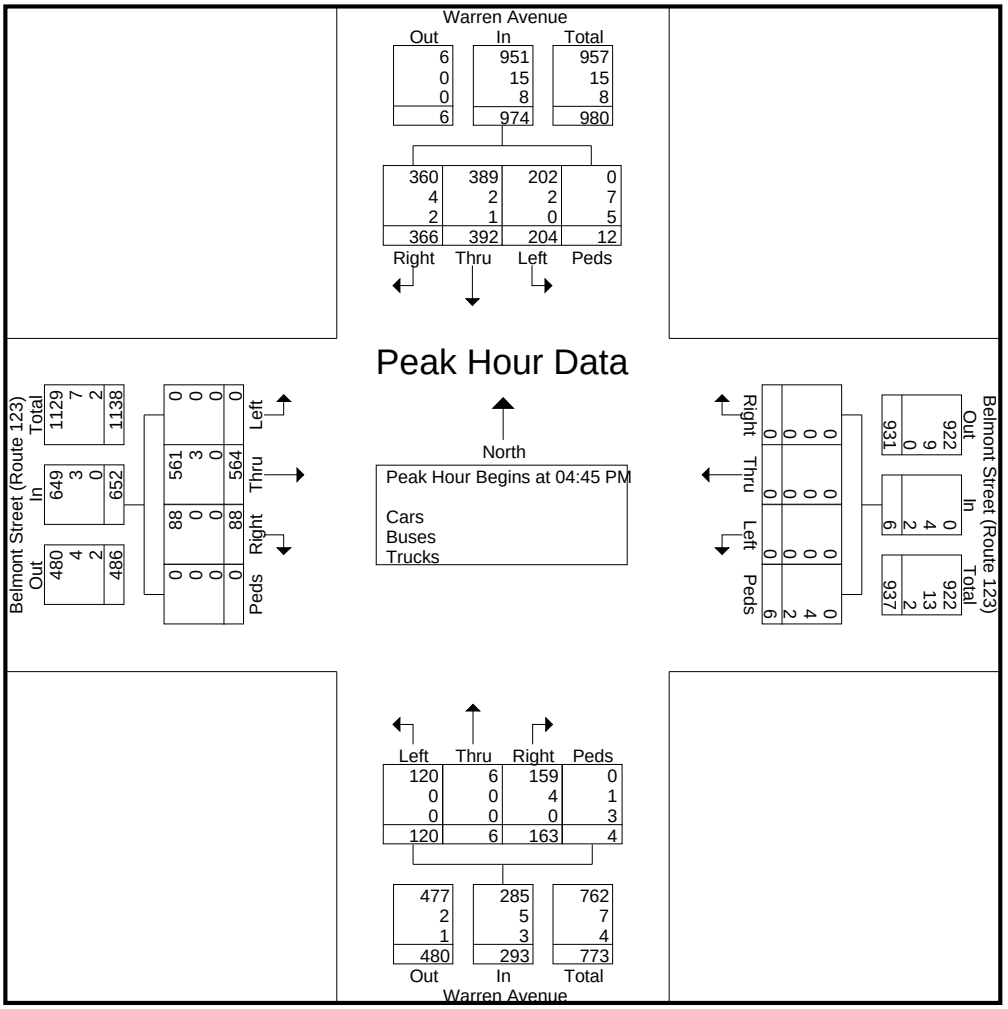
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_PM
Site Code : 44
Start Date : 3/30/2017

	Warren Avenue Southbound					Belmont Street (Route 123) Westbound					Warren Avenue Northbound					Belmont Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	89	100	45	**4**	238	0	0	0	**4**	**4**	**54**	2	24	0	**80**	20	128	0	0	148	470
05:00 PM	**101**	91	52	3	**247**	0	0	0	0	0	40	1	**36**	0	77	**26**	137	0	0	163	487
05:15 PM	95	**101**	49	2	247	0	0	0	0	0	37	**3**	31	**3**	74	18	136	0	0	154	475
05:30 PM	81	100	**58**	3	242	0	0	0	2	2	32	0	29	1	62	24	**163**	0	0	**187**	**493**
Total Volume	366	392	204	12	974	0	0	0	6	6	163	6	120	4	293	88	564	0	0	652	1925
% App. Total	37.6	40.2	20.9	1.2		0	0	0	100		55.6	2	41	1.4		13.5	86.5	0	0		
PHF	.906	.970	.879	.750	.986	.000	.000	.000	.375	.375	.755	.500	.833	.333	.916	.846	.865	.000	.000	.872	.976
Cars	360	389	202	0	951	0	0	0	0	0	159	6	120	0	285	88	561	0	0	649	1885
% Cars	98.4	99.2	99.0	0	97.6	0	0	0	0	0	97.5	100	100	0	97.3	100	99.5	0	0	99.5	97.9
Buses	4	2	2	7	15	0	0	0	4	4	4	0	0	1	5	0	3	0	0	3	27
% Buses	1.1	0.5	1.0	58.3	1.5	0	0	0	66.7	66.7	2.5	0	0	25.0	1.7	0	0.5	0	0	0.5	1.4
Trucks	2	1	0	5	8	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	13
% Trucks	0.5	0.3	0	41.7	0.8	0	0	0	33.3	33.3	0	0	0	75.0	1.0	0	0	0	0	0	0.7



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Community: Brockton
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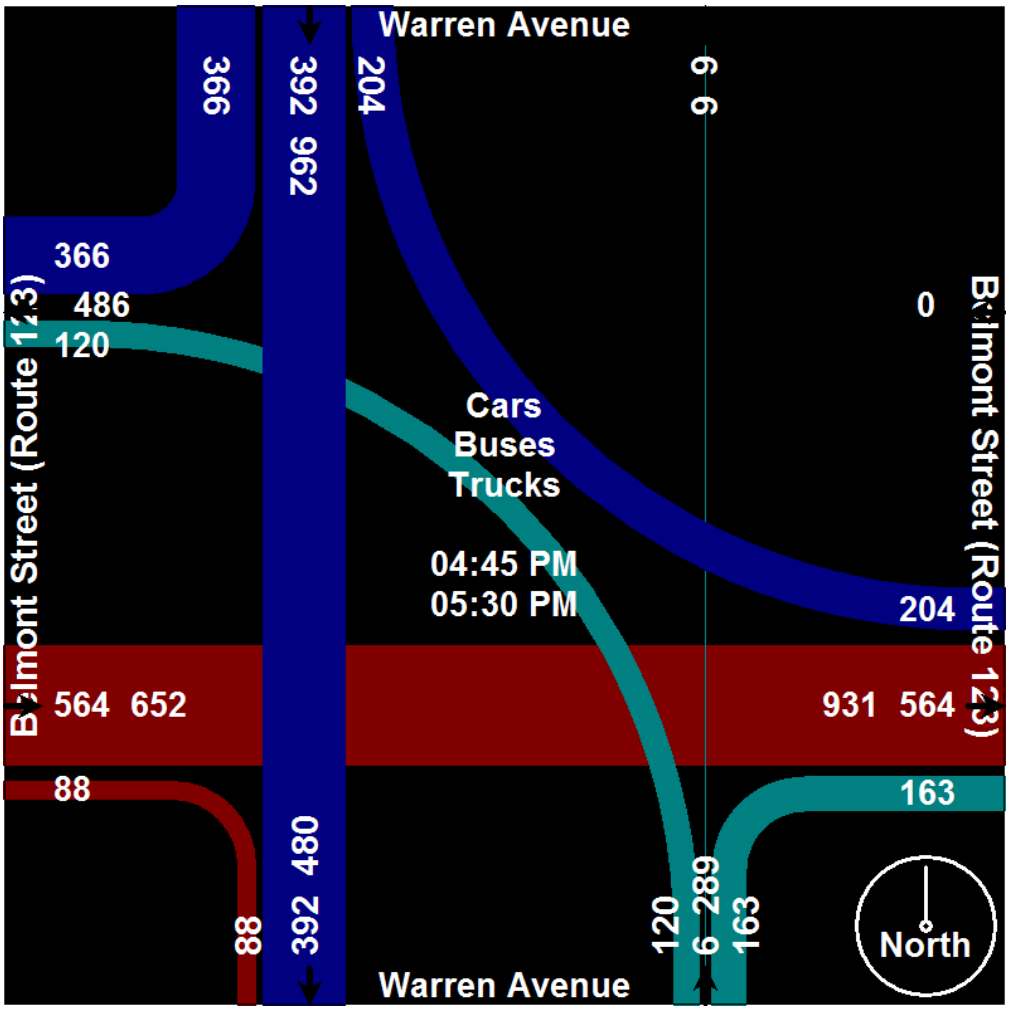
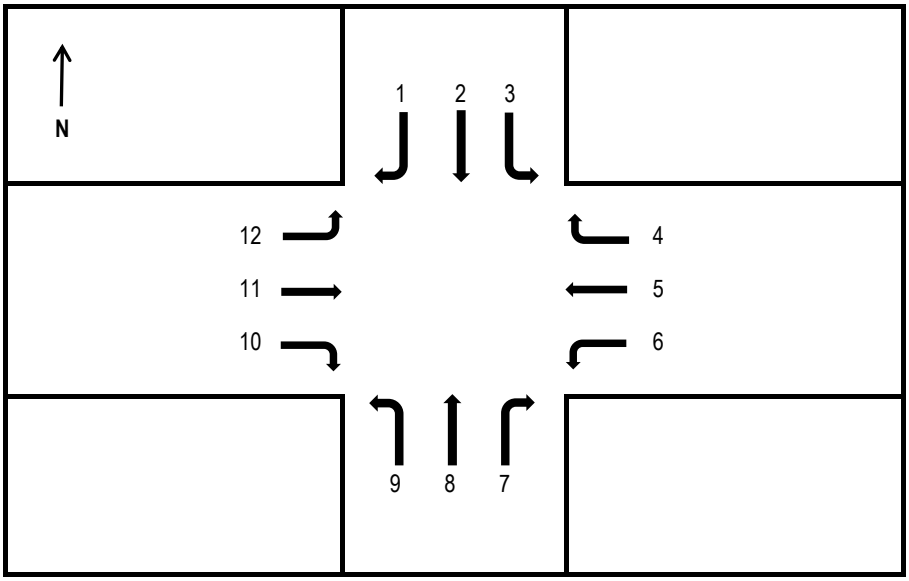
Board # & Staff: TDC-8 (1) / JP
Traffic Control: Traffic Light

File Name : Belmont Street (Route 123) & Warren Avenue_PM
Site Code : 44
Start Date : 3/30/2017
Page No : 5



Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton
Street: Belmont Street (Route 123)
Location: @ Warren Avenue
Weather: Clear **Board #:** TDC-8 (1) **Staff:** JP **Date:** 3/30/2017



Interval	1	2	3	4	5	6	7	8	9	10	11	12
4:00 PM - 4:15 PM												
4:15 PM - 4:30 PM											1	
4:30 PM - 4:45 PM												
4:45 PM - 5:00 PM					1						1	
5:00 PM - 5:15 PM					1							
5:15 PM - 5:30 PM					1							
5:30 PM - 5:45 PM												
5:45 PM - 6:00 PM												
Total	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Main Street & Crescent Street (Route 123)_AM
Site Code : 44
Start Date : 1/25/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Main Street Southbound				Crescent Street (Route 123) Westbound				Main Street Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	1	1	3	0	4	7	74	111	2	187	195
07:15 AM	0	0	1	1	4	0	6	10	87	136	3	226	237
07:30 AM	0	0	0	0	5	0	2	7	93	146	4	243	250
07:45 AM	0	0	5	5	5	0	2	7	113	168	0	281	293
Total	0	0	7	7	17	0	14	31	367	561	9	937	975
08:00 AM	0	0	11	11	2	0	3	5	103	142	2	247	263
08:15 AM	0	0	14	14	14	0	3	17	105	159	11	275	306
08:30 AM	0	0	44	44	17	0	3	20	116	138	6	260	324
08:45 AM	0	0	34	34	18	0	6	24	117	141	11	269	327
Total	0	0	103	103	51	0	15	66	441	580	30	1051	1220
Grand Total	0	0	110	110	68	0	29	97	808	1141	39	1988	2195
Apprch %	0	0	100		70.1	0	29.9		40.6	57.4	2		
Total %	0	0	5	5	3.1	0	1.3	4.4	36.8	52	1.8	90.6	
Cars	0	0	0	0	61	0	0	61	746	1067	0	1813	1874
% Cars	0	0	0	0	89.7	0	0	62.9	92.3	93.5	0	91.2	85.4
Buses	0	0	17	17	3	0	10	13	30	49	20	99	129
% Buses	0	0	15.5	15.5	4.4	0	34.5	13.4	3.7	4.3	51.3	5	5.9
Trucks	0	0	93	93	4	0	19	23	32	25	19	76	192
% Trucks	0	0	84.5	84.5	5.9	0	65.5	23.7	4	2.2	48.7	3.8	8.7

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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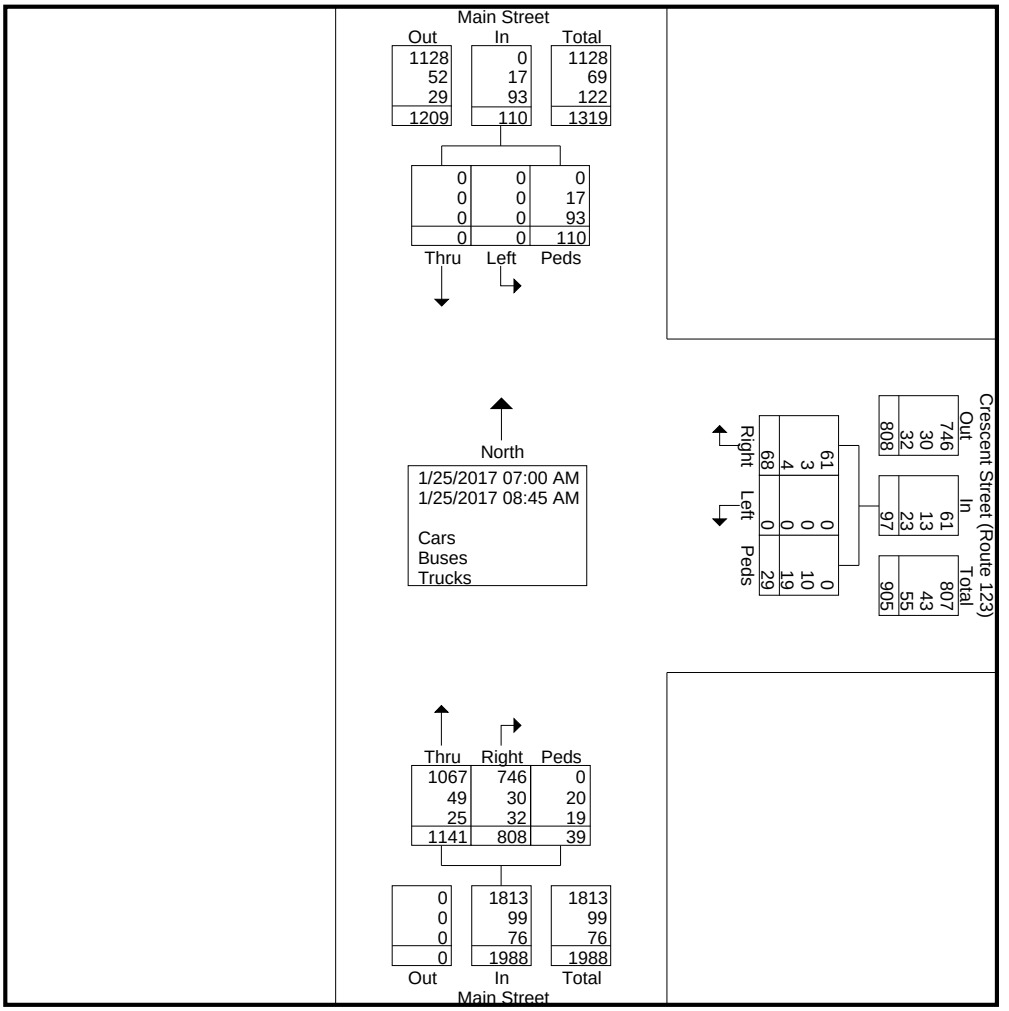
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Main Street & Crescent Street (Route 123)_AM
Site Code : 44
Start Date : 1/25/2017
Page No : 2



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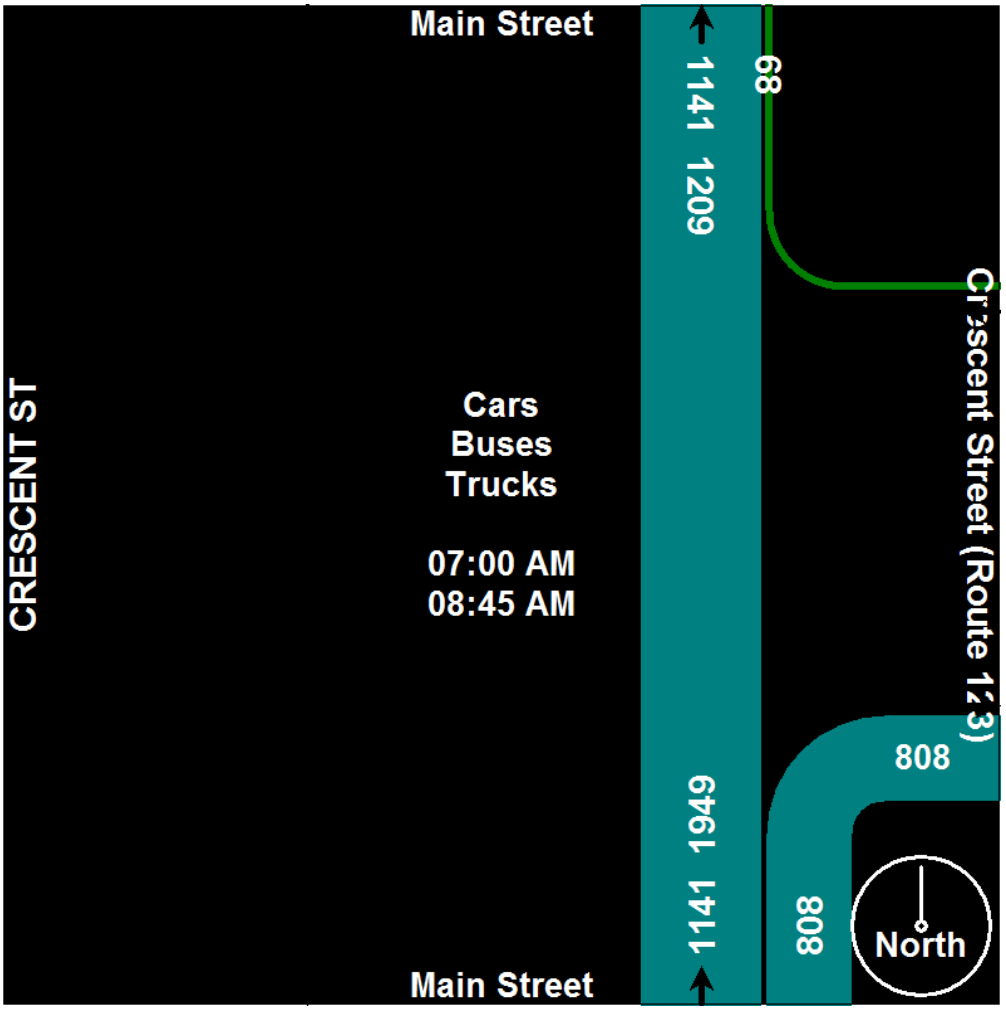
File Name : Main Street & Crescent Street (Route 123)_AM
Site Code : 44
Start Date : 1/25/2017
Page No : 3



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Community: Brockton
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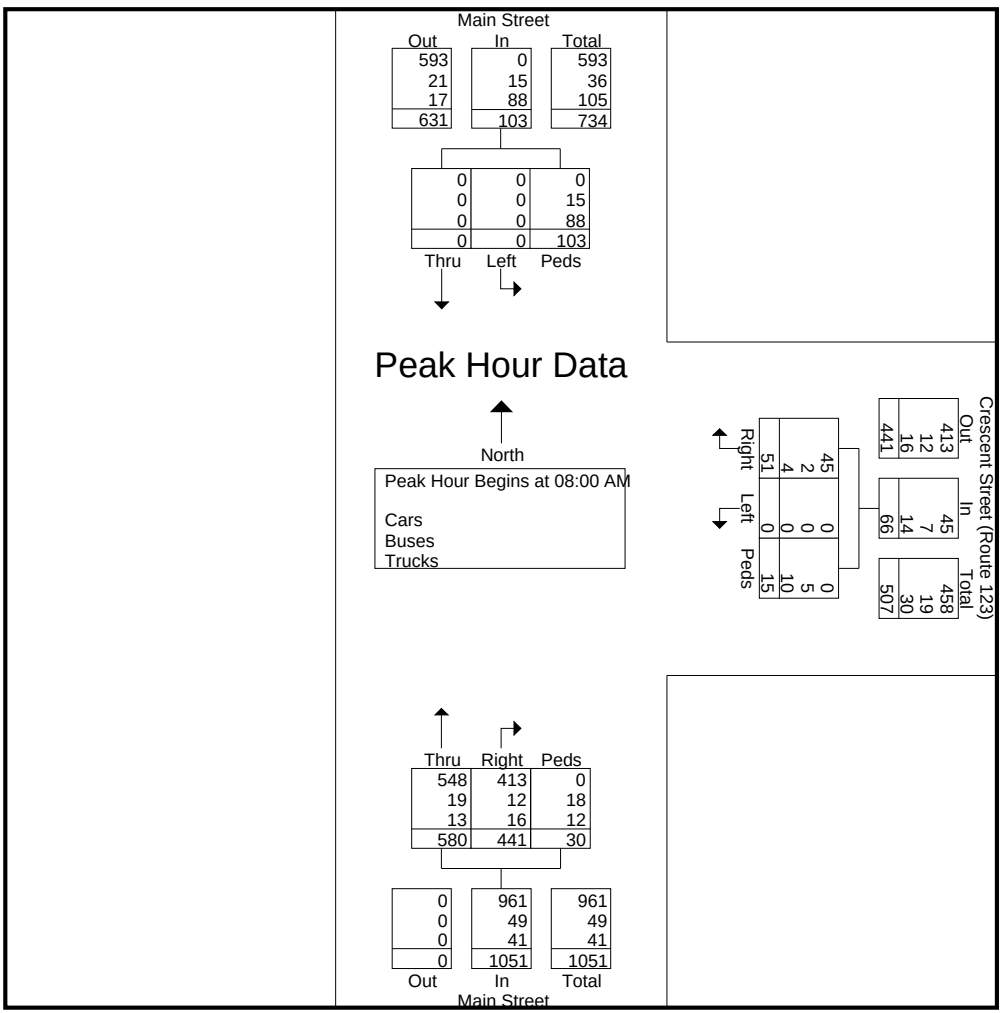
Traffic Control: Traffic Light

File Name : Main Street & Crescent Street (Route 123)_AM
Site Code : 44
Start Date : 1/25/2017

	Main Street Southbound				Crescent Street (Route 123) Westbound				Main Street Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	11	11	2	0	3	5	103	142	2	247	263
08:15 AM	0	0	14	14	14	0	3	17	105	**159**	**11**	**275**	306
08:30 AM	0	0	**44**	**44**	17	0	3	20	116	138	6	260	324
08:45 AM	0	0	34	34	**18**	0	**6**	**24**	**117**	141	11	269	**327**
Total Volume	0	0	103	103	51	0	15	66	441	580	30	1051	1220
% App. Total	0	0	100		77.3	0	22.7		42	55.2	2.9		
PHF	.000	.000	.585	.585	.708	.000	.625	.688	.942	.912	.682	.955	.933
Cars	0	0	0	0	45	0	0	45	413	548	0	961	1006
% Cars	0	0	0	0	88.2	0	0	68.2	93.7	94.5	0	91.4	82.5
Buses	0	0	15	15	2	0	5	7	12	19	18	49	71
% Buses	0	0	14.6	14.6	3.9	0	33.3	10.6	2.7	3.3	60.0	4.7	5.8
Trucks	0	0	88	88	4	0	10	14	16	13	12	41	143
% Trucks	0	0	85.4	85.4	7.8	0	66.7	21.2	3.6	2.2	40.0	3.9	11.7



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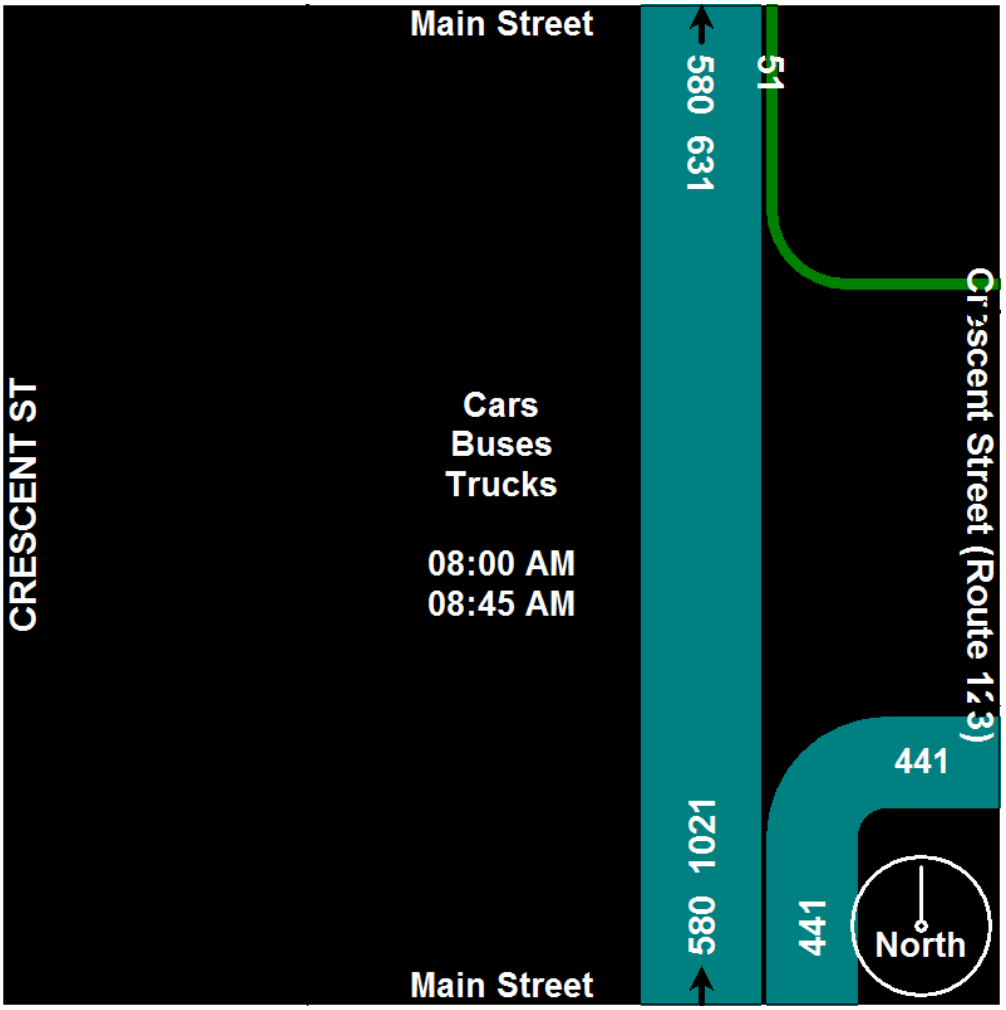
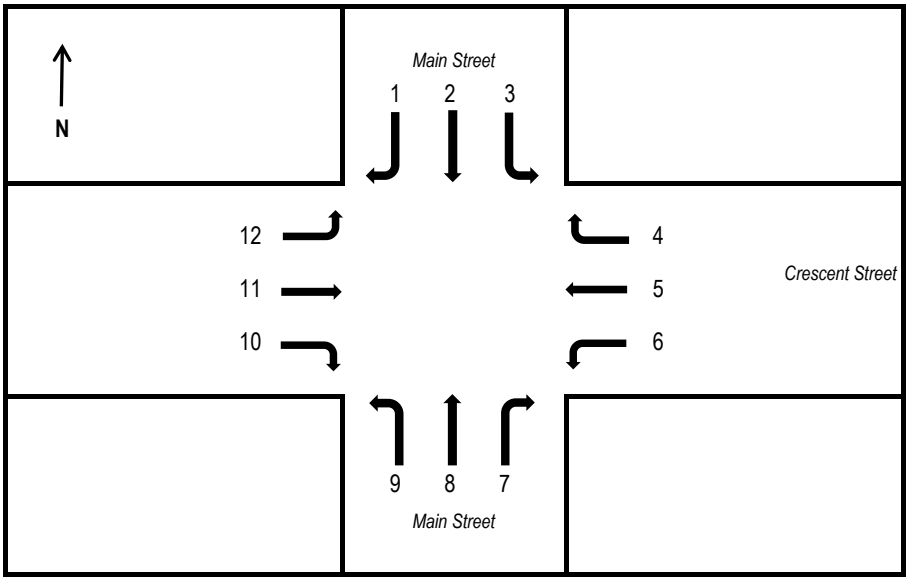
File Name : Main Street & Crescent Street (Route 123)_AM
Site Code : 44
Start Date : 1/25/2017
Page No : 5



Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Main Street (Route 123)
Location: @ Crescent Street (Route 123)
Weather: Clear **Board #:** DB-400 (4) **Staff:** SB **Date:** 1/25/2017



Interval	1	2	3	4	5	6	7	8	9	10	11	12
7:00 AM - 7:15 AM												
7:15 AM - 7:30 AM												
7:30 AM - 7:45 AM												
7:45 AM - 8:00 AM												
8:00 AM - 8:15 AM												
8:15 AM - 8:30 AM												
8:30 AM - 8:45 AM		1						1				
8:45 AM - 9:00 AM												
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Comments:

Old Colony Planning Council
70 School Street
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Main Street & Crescent Street (Route 123)_PM
Site Code : 44
Start Date : 1/25/2017

Groups Printed- Cars - Buses - Trucks

	Main Street Southbound				Crescent Street (Route 123) Westbound				Main Street Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	15	15	24	0	6	30	99	173	5	277	322
04:15 PM	0	0	2	2	20	0	11	31	116	175	9	300	333
04:30 PM	0	0	4	4	36	0	6	42	121	149	1	271	317
04:45 PM	0	0	3	3	10	0	6	16	99	179	0	278	297
Total	0	0	24	24	90	0	29	119	435	676	15	1126	1269
05:00 PM	0	0	2	2	26	0	9	35	120	183	2	305	342
05:15 PM	0	0	5	5	19	0	0	19	119	157	5	281	305
05:30 PM	0	0	1	1	17	0	5	22	126	142	0	268	291
05:45 PM	0	0	3	3	12	0	5	17	95	175	1	271	291
Total	0	0	11	11	74	0	19	93	460	657	8	1125	1229
Grand Total	0	0	35	35	164	0	48	212	895	1333	23	2251	2498
Apprch %	0	0	100		77.4	0	22.6		39.8	59.2	1		
Total %	0	0	1.4	1.4	6.6	0	1.9	8.5	35.8	53.4	0.9	90.1	
Cars	0	0	0	0	161	0	0	161	876	1276	0	2152	2313
% Cars	0	0	0	0	98.2	0	0	75.9	97.9	95.7	0	95.6	92.6
Buses	0	0	26	26	1	0	20	21	12	35	10	57	104
% Buses	0	0	74.3	74.3	0.6	0	41.7	9.9	1.3	2.6	43.5	2.5	4.2
Trucks	0	0	9	9	2	0	28	30	7	22	13	42	81
% Trucks	0	0	25.7	25.7	1.2	0	58.3	14.2	0.8	1.7	56.5	1.9	3.2

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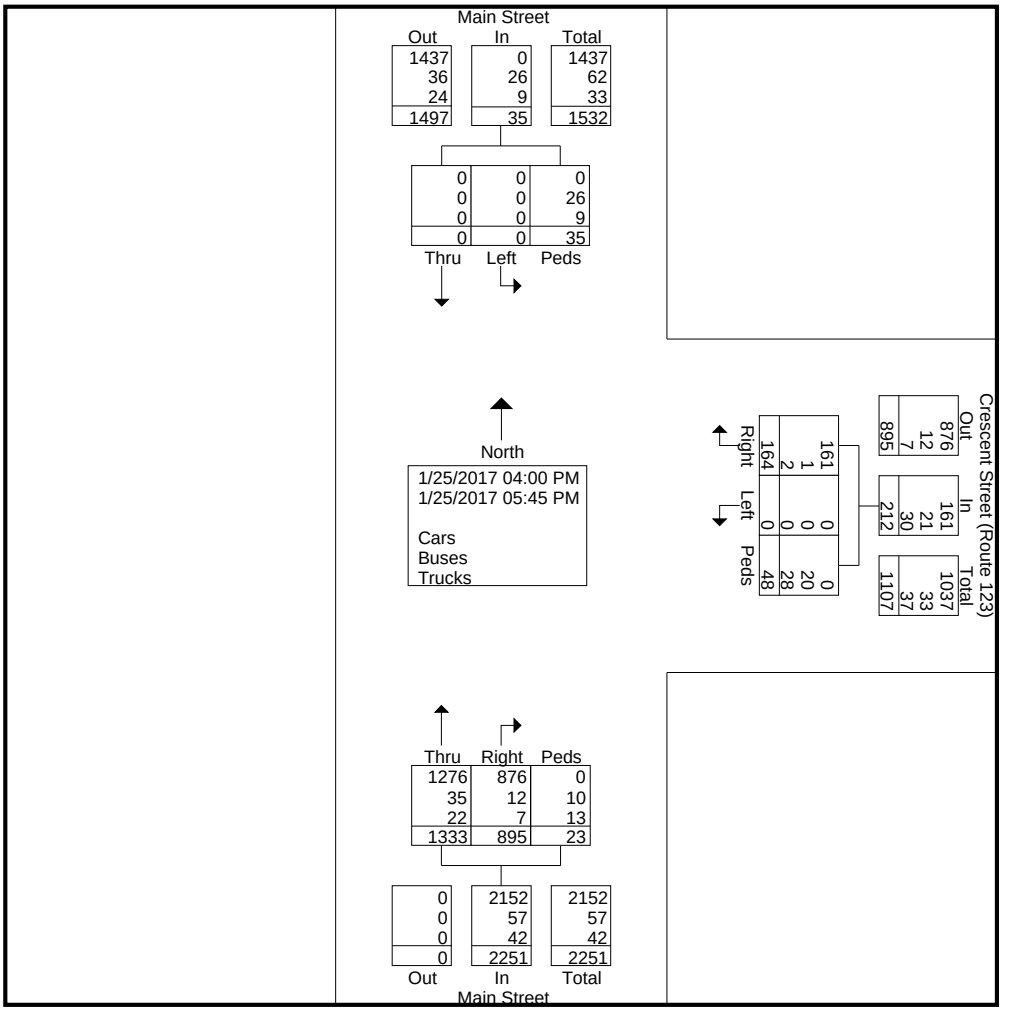
File Name : Main Street & Crescent Street (Route 123)_PM
Site Code : 44
Start Date : 1/25/2017



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File Name : Main Street & Crescent Street (Route 123)_PM
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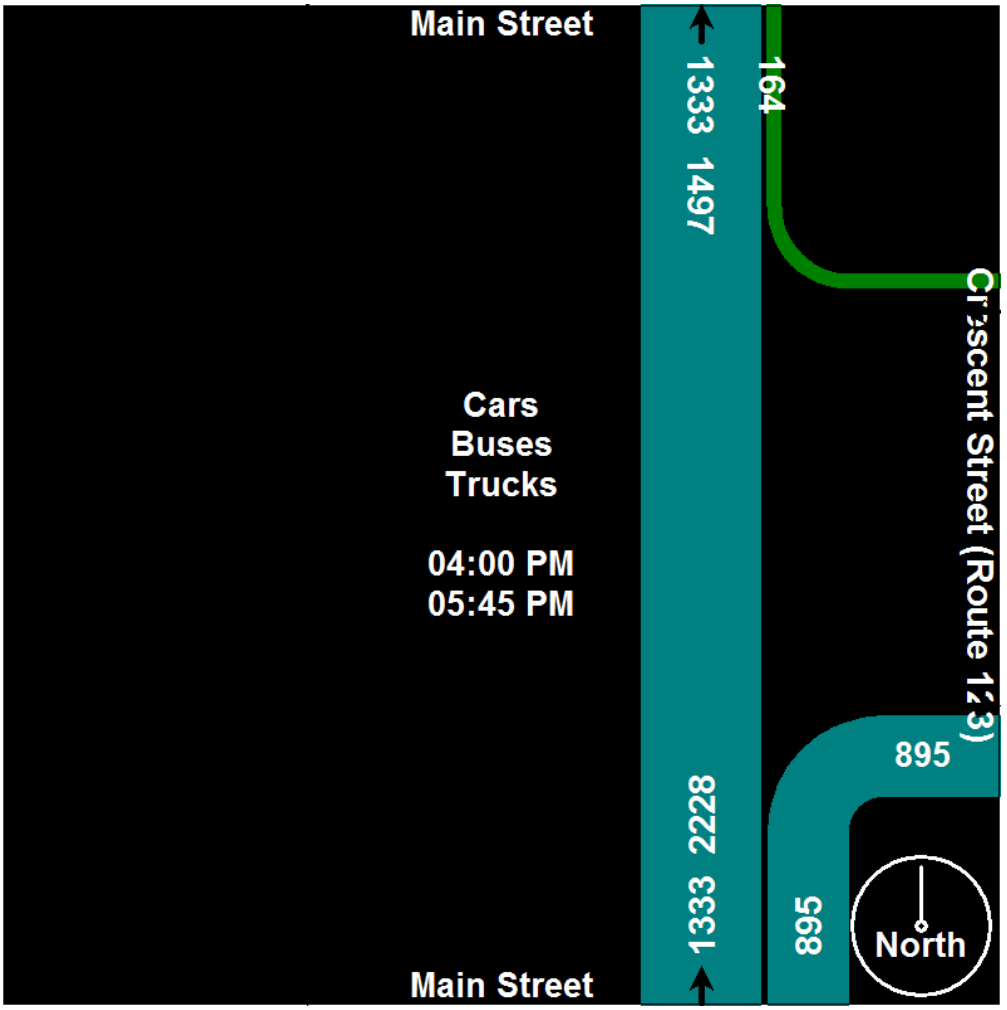

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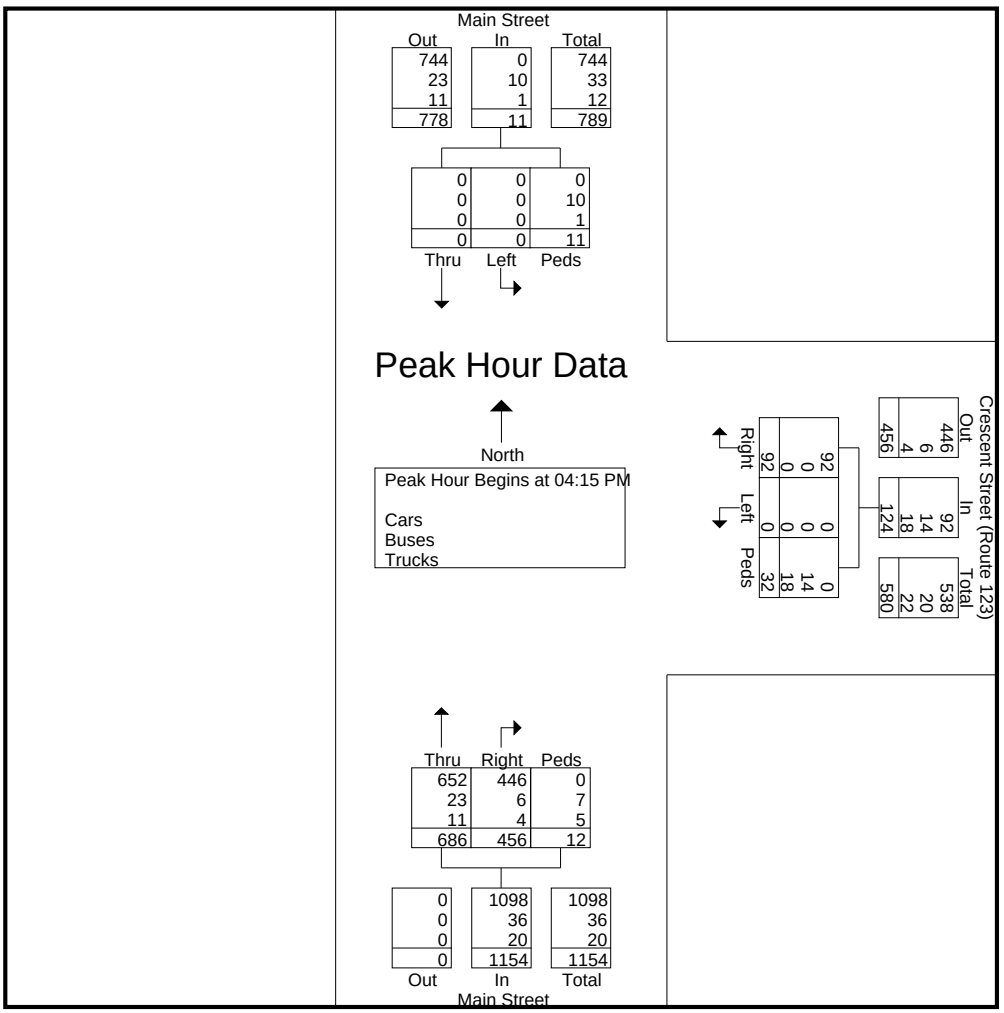
File Name : Main Street & Crescent Street (Route 123)_PM
Site Code : 44
Start Date : 1/25/2017
Page No : 4

	Main Street Southbound				Crescent Street (Route 123) Westbound				Main Street Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	2	2	20	0	**11**	31	116	175	**9**	300	333
04:30 PM	0	0	**4**	**4**	**36**	0	6	**42**	**121**	149	1	271	317
04:45 PM	0	0	3	3	10	0	6	16	99	179	0	278	297
05:00 PM	0	0	2	2	26	0	9	35	120	**183**	2	**305**	**342**
Total Volume	0	0	11	11	92	0	32	124	456	686	12	1154	1289
% App. Total	0	0	100		74.2	0	25.8		39.5	59.4	1		
PHF	.000	.000	.688	.688	.639	.000	.727	.738	.942	.937	.333	.946	.942
Cars	0	0	0	0	92	0	0	92	446	652	0	1098	1190
% Cars	0	0	0	0	100	0	0	74.2	97.8	95.0	0	95.1	92.3
Buses	0	0	10	10	0	0	14	14	6	23	7	36	60
% Buses	0	0	90.9	90.9	0	0	43.8	11.3	1.3	3.4	58.3	3.1	4.7
Trucks	0	0	1	1	0	0	18	18	4	11	5	20	39
% Trucks	0	0	9.1	9.1	0	0	56.3	14.5	0.9	1.6	41.7	1.7	3.0



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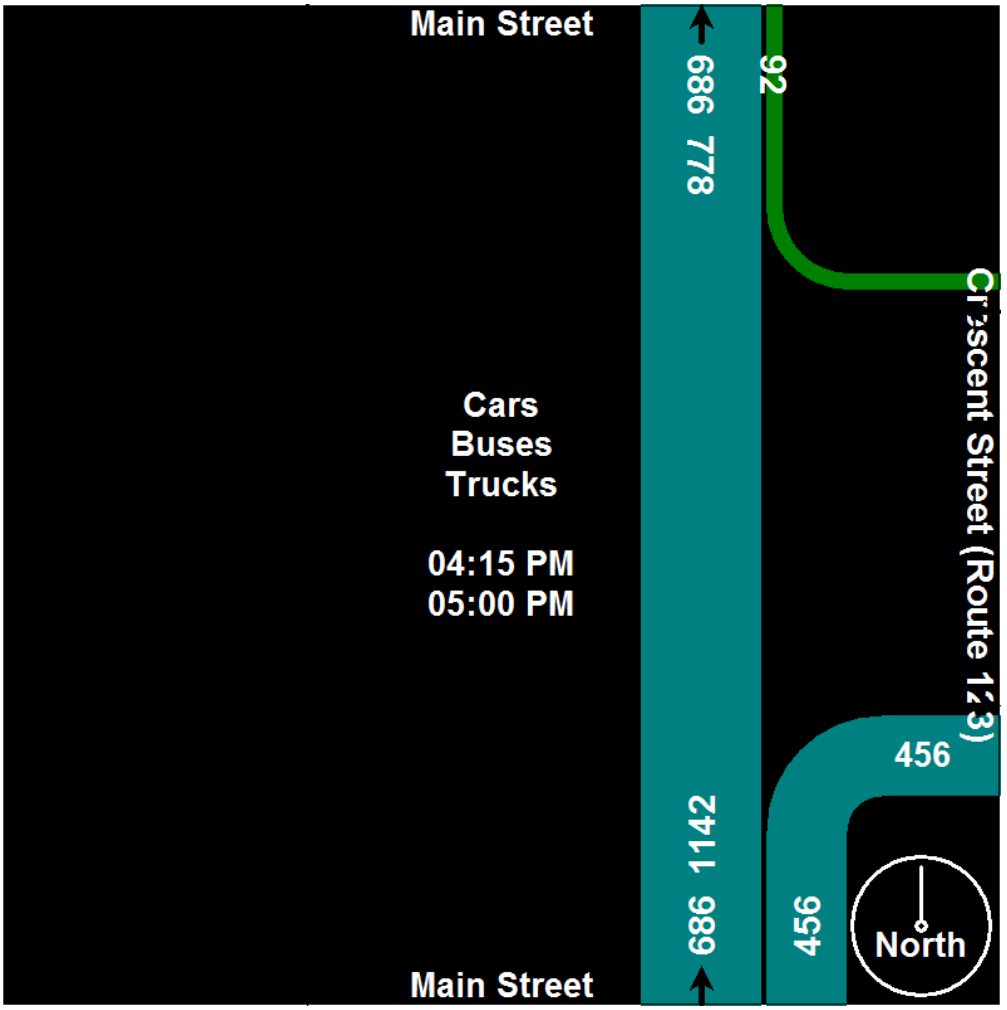
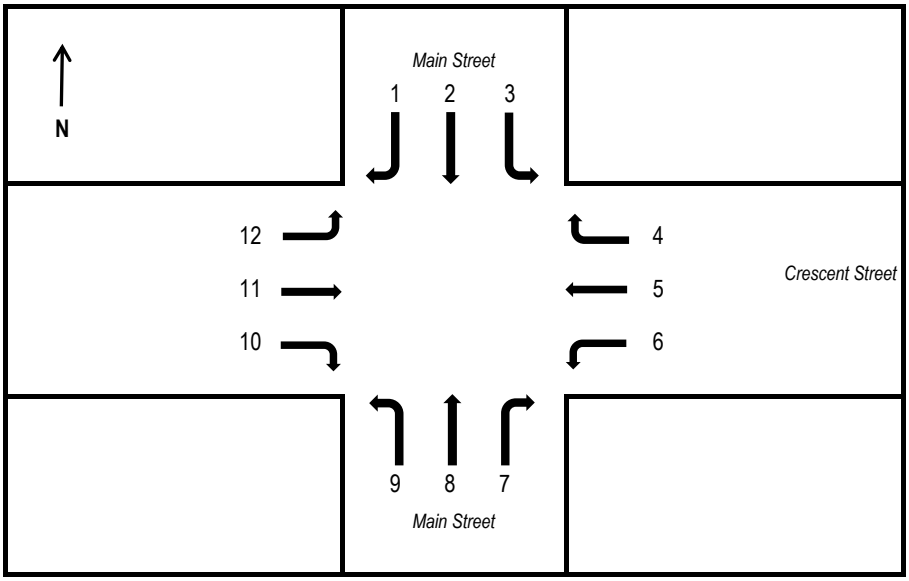
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Main Street & Crescent Street (Route 123)_PM
Site Code : 44
Start Date : 1/25/2017
Page No : 5



Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Main Street (Route 123)
Location: @ Crescent Street (Route 123)
Weather: Clear **Board #:** DB-400 (4) **Staff:** SB **Date:** 1/25/2017



Interval	1	2	3	4	5	6	7	8	9	10	11	12
4:00 PM - 4:15 PM		1						1				
4:15 PM - 4:30 PM												
4:30 PM - 4:45 PM												
4:45 PM - 5:00 PM												
5:00 PM - 5:15 PM												
5:15 PM - 5:30 PM					1							
5:30 PM - 5:45 PM												
5:45 PM - 6:00 PM								1				
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Comments:

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Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & West Elm Street _PM
Site Code : 44
Start Date : 1/24/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					West Elm Street Westbound					Warren Avenue Northbound					West Elm Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	90	189	24	0	303	0	0	0	2	2	0	0	0	6	6	17	50	0	1	68	379
04:15 PM	92	182	27	1	302	0	0	0	1	1	0	0	0	1	1	14	69	0	5	88	392
04:30 PM	114	179	20	2	315	0	0	0	3	3	0	0	0	2	2	11	71	0	3	85	405
04:45 PM	104	170	25	2	301	0	0	0	4	4	0	0	0	2	2	14	63	0	0	77	384
Total	400	720	96	5	1221	0	0	0	10	10	0	0	0	11	11	56	253	0	9	318	1560
05:00 PM	101	175	29	1	306	0	0	0	1	1	0	0	0	1	1	12	75	0	1	88	396
05:15 PM	121	190	26	3	340	0	0	0	3	3	0	0	0	3	3	12	66	0	4	82	428
05:30 PM	87	193	20	0	300	0	0	0	3	3	0	0	0	2	2	10	72	0	2	84	389
05:45 PM	91	144	19	1	255	0	0	0	4	4	0	0	0	0	0	11	60	0	0	71	330
Total	400	702	94	5	1201	0	0	0	11	11	0	0	0	6	6	45	273	0	7	325	1543
Grand Total	800	1422	190	10	2422	0	0	0	21	21	0	0	0	17	17	101	526	0	16	643	3103
Apprch %	33	58.7	7.8	0.4		0	0	0	100		0	0	0	100		15.7	81.8	0	2.5		
Total %	25.8	45.8	6.1	0.3	78.1	0	0	0	0.7	0.7	0	0	0	0.5	0.5	3.3	17	0	0.5	20.7	
Cars	782	1362	183	0	2327	0	0	0	0	0	0	0	0	0	0	100	509	0	0	609	2936
% Cars	97.8	95.8	96.3	0	96.1	0	0	0	0	0	0	0	0	0	0	99	96.8	0	0	94.7	94.6
Buses	11	37	5	4	57	0	0	0	15	15	0	0	0	5	5	1	14	0	8	23	100
% Buses	1.4	2.6	2.6	40	2.4	0	0	0	71.4	71.4	0	0	0	29.4	29.4	1	2.7	0	50	3.6	3.2
Trucks	7	23	2	6	38	0	0	0	6	6	0	0	0	12	12	0	3	0	8	11	67
% Trucks	0.9	1.6	1.1	60	1.6	0	0	0	28.6	28.6	0	0	0	70.6	70.6	0	0.6	0	50	1.7	2.2

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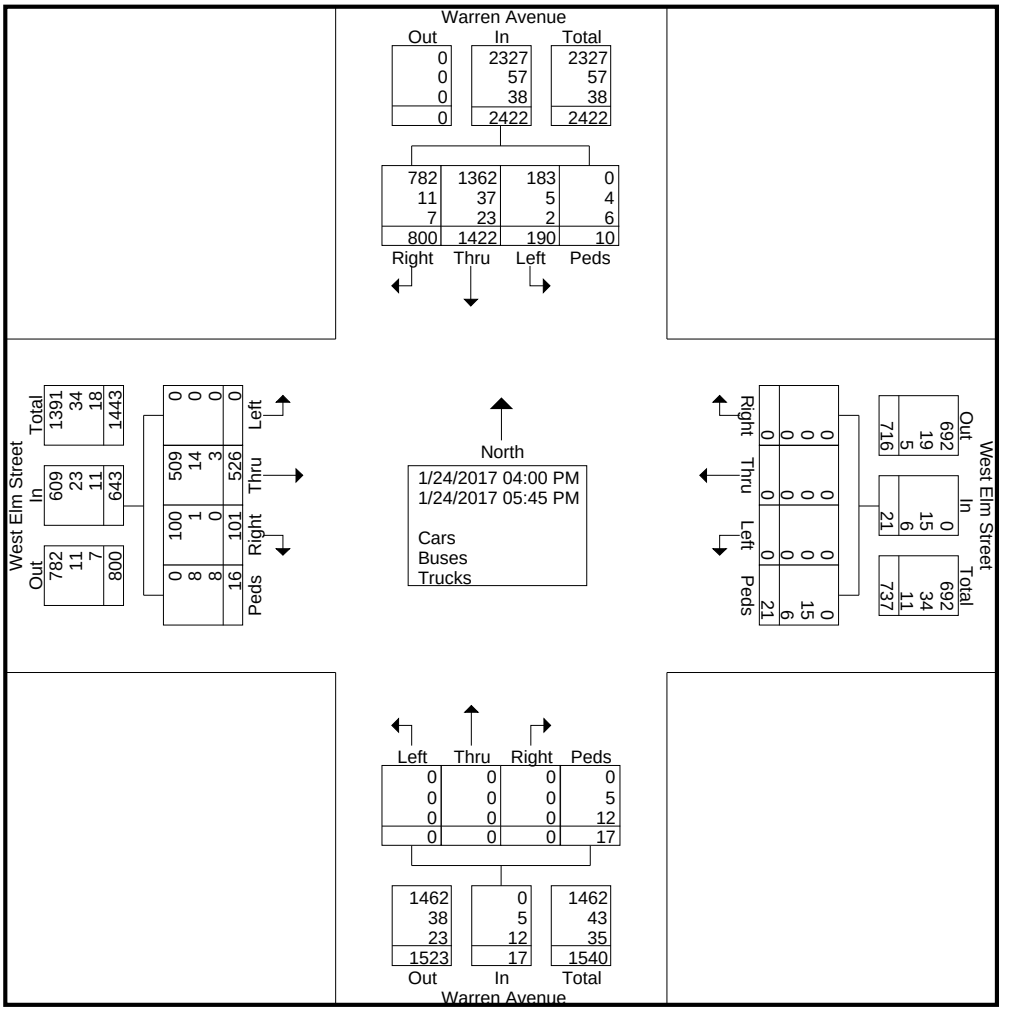
File Name : Warren Avenue & West Elm Street _PM
Site Code : 44
Start Date : 1/24/2017
Page No : 2



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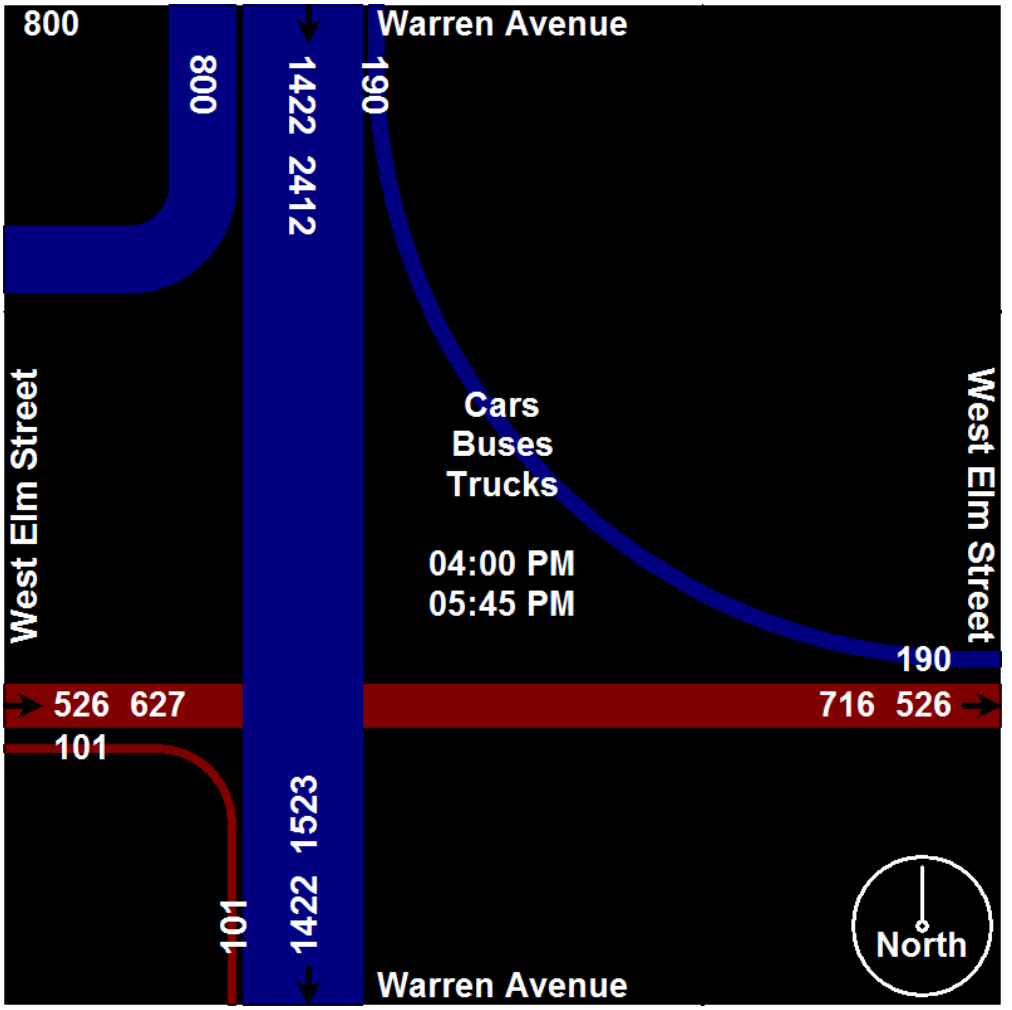

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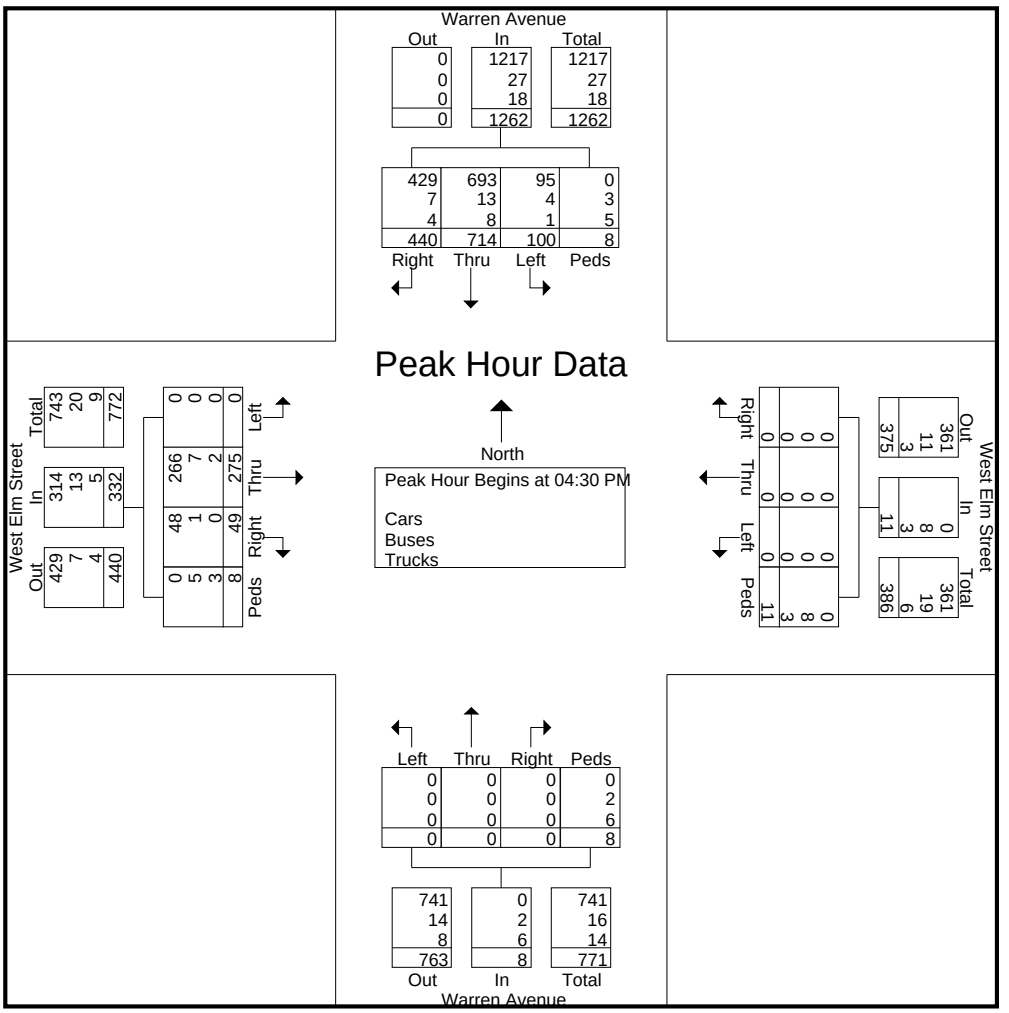
File Name : Warren Avenue & West Elm Street _PM
Site Code : 44
Start Date : 1/24/2017
Page No : 4

	Warren Avenue Southbound					West Elm Street Westbound					Warren Avenue Northbound					West Elm Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	114	179	20	2	315	0	0	0	3	3	0	0	0	2	2	11	71	0	3	85	405
04:45 PM	104	170	25	2	301	0	0	0	**4**	**4**	0	0	0	2	2	**14**	63	0	0	77	384
05:00 PM	101	175	**29**	1	306	0	0	0	1	1	0	0	0	1	1	12	**75**	0	1	**88**	396
05:15 PM	**121**	**190**	26	**3**	**340**	0	0	0	3	3	0	0	0	**3**	**3**	12	66	0	**4**	82	**428**
Total Volume	440	714	100	8	1262	0	0	0	11	11	0	0	0	8	8	49	275	0	8	332	1613
% App. Total	34.9	56.6	7.9	0.6		0	0	0	100		0	0	0	100		14.8	82.8	0	2.4		
PHF	.909	.939	.862	.667	.928	.000	.000	.000	.688	.688	.000	.000	.000	.667	.667	.875	.917	.000	.500	.943	.942
Cars	429	693	95	0	1217	0	0	0	0	0	0	0	0	0	0	48	266	0	0	314	1531
% Cars	97.5	97.1	95.0	0	96.4	0	0	0	0	0	0	0	0	0	0	98.0	96.7	0	0	94.6	94.9
Buses	7	13	4	3	27	0	0	0	8	8	0	0	0	2	2	1	7	0	5	13	50
% Buses	1.6	1.8	4.0	37.5	2.1	0	0	0	72.7	72.7	0	0	0	25.0	25.0	2.0	2.5	0	62.5	3.9	3.1
Trucks	4	8	1	5	18	0	0	0	3	3	0	0	0	6	6	0	2	0	3	5	32
% Trucks	0.9	1.1	1.0	62.5	1.4	0	0	0	27.3	27.3	0	0	0	75.0	75.0	0	0.7	0	37.5	1.5	2.0



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Community: Brockton
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File Name : Warren Avenue & West Elm Street _PM
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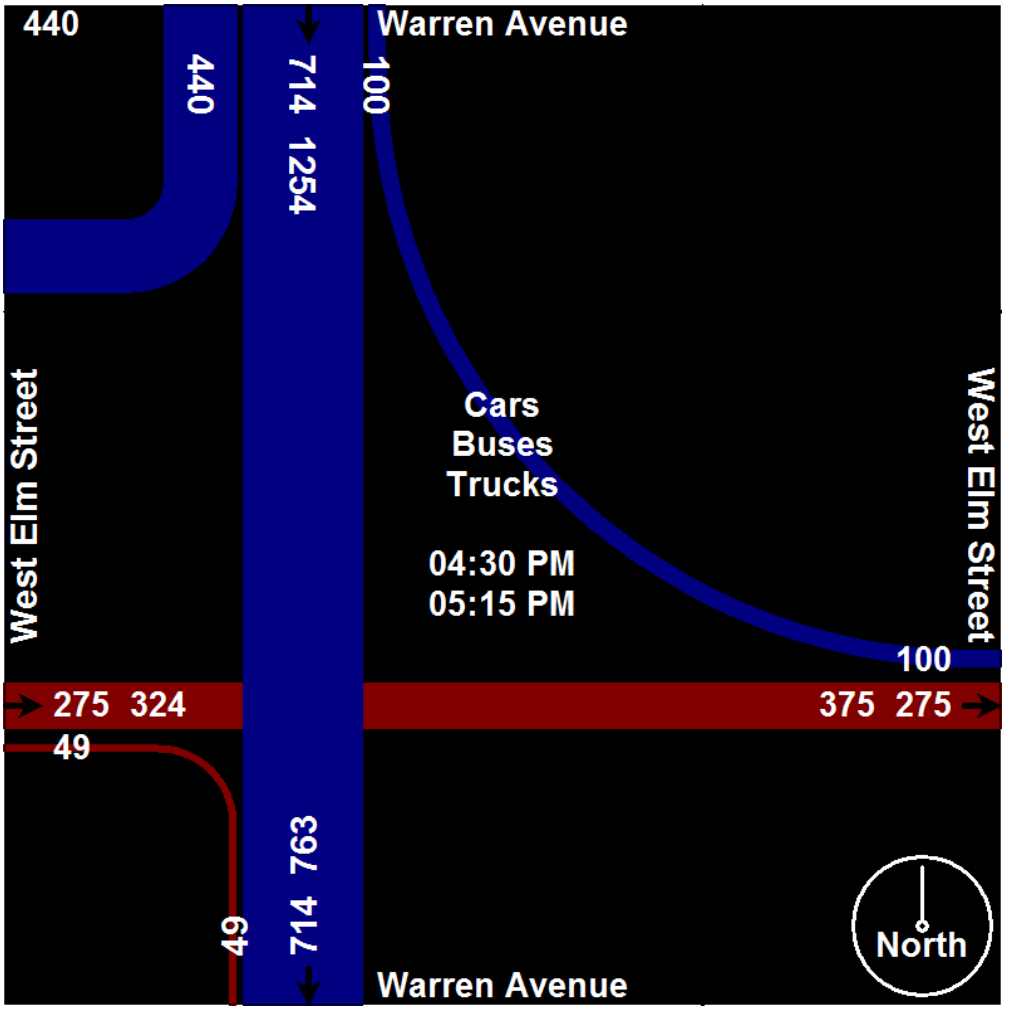
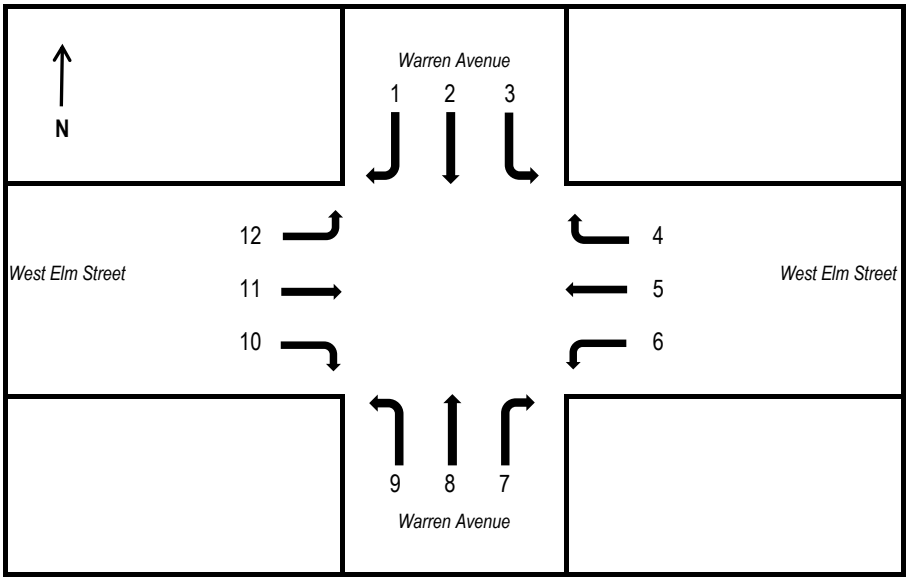


Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Warren Avenue (Route 123)
Location: @ West Elm Street
Weather: Rain **Board #:** DB-400 (4) **Staff:** SB **Date:** 1/24/2017



Interval	1	2	3	4	5	6	7	8	9	10	11	12
4:00 PM - 4:15 PM												
4:15 PM - 4:30 PM												
4:30 PM - 4:45 PM					1							
4:45 PM - 5:00 PM												
5:00 PM - 5:15 PM												
5:15 PM - 5:30 PM												
5:30 PM - 5:45 PM												
5:45 PM - 6:00 PM												
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & West Elm Street _AM
Site Code : 44
Start Date : 1/24/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					West Elm Street Westbound					Warren Avenue Northbound					West Elm Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	47	89	8	0	144	0	0	0	0	0	0	0	0	3	3	3	41	0	0	44	191
07:15 AM	55	101	9	0	165	0	0	0	1	1	0	0	0	1	1	9	50	0	0	59	226
07:30 AM	55	145	31	1	232	0	0	0	0	0	0	0	0	0	0	15	68	0	3	86	318
07:45 AM	69	156	57	0	282	0	0	0	2	2	0	0	0	0	0	18	96	0	4	118	402
Total	226	491	105	1	823	0	0	0	3	3	0	0	0	4	4	45	255	0	7	307	1137
08:00 AM	71	141	46	2	260	0	0	0	0	0	0	0	0	2	2	14	66	0	3	83	345
08:15 AM	64	139	45	0	248	0	0	0	1	1	0	0	0	3	3	15	68	0	2	85	337
08:30 AM	66	128	51	0	245	0	0	0	1	1	0	0	0	4	4	12	73	0	5	90	340
08:45 AM	82	150	54	0	286	0	0	0	0	0	0	0	0	1	1	26	105	0	0	131	418
Total	283	558	196	2	1039	0	0	0	2	2	0	0	0	10	10	67	312	0	10	389	1440
Grand Total	509	1049	301	3	1862	0	0	0	5	5	0	0	0	14	14	112	567	0	17	696	2577
Apprch %	27.3	56.3	16.2	0.2		0	0	0	100		0	0	0	100		16.1	81.5	0	2.4		
Total %	19.8	40.7	11.7	0.1	72.3	0	0	0	0.2	0.2	0	0	0	0.5	0.5	4.3	22	0	0.7	27	
Cars	474	960	293	0	1727	0	0	0	0	0	0	0	0	0	0	103	535	0	0	638	2365
% Cars	93.1	91.5	97.3	0	92.7	0	0	0	0	0	0	0	0	0	0	92	94.4	0	0	91.7	91.8
Buses	23	58	4	1	86	0	0	0	2	2	0	0	0	6	6	8	25	0	10	43	137
% Buses	4.5	5.5	1.3	33.3	4.6	0	0	0	40	40	0	0	0	42.9	42.9	7.1	4.4	0	58.8	6.2	5.3
Trucks	12	31	4	2	49	0	0	0	3	3	0	0	0	8	8	1	7	0	7	15	75
% Trucks	2.4	3	1.3	66.7	2.6	0	0	0	60	60	0	0	0	57.1	57.1	0.9	1.2	0	41.2	2.2	2.9

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Community: Brockton
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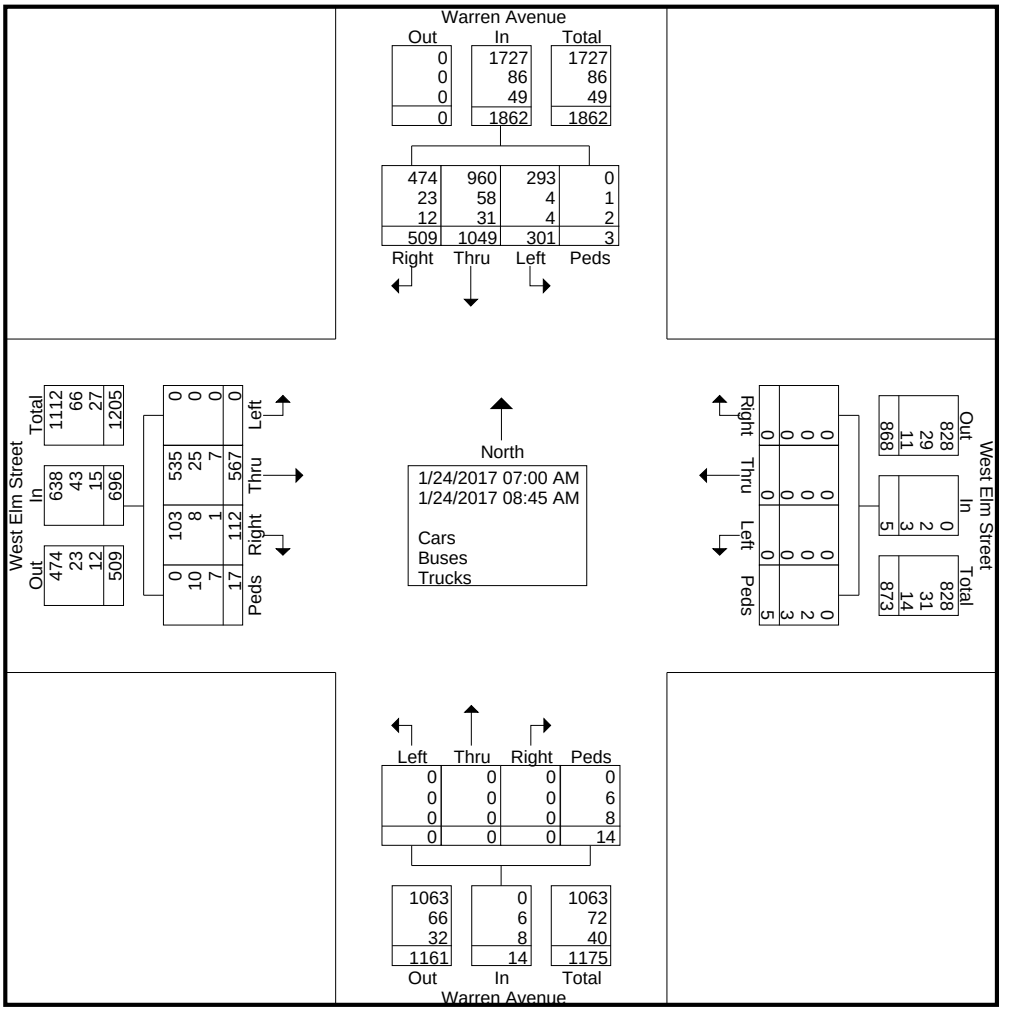
Traffic Control: Traffic Light

File Name : Warren Avenue & West Elm Street _AM
Site Code : 44
Start Date : 1/24/2017
Page No : 2



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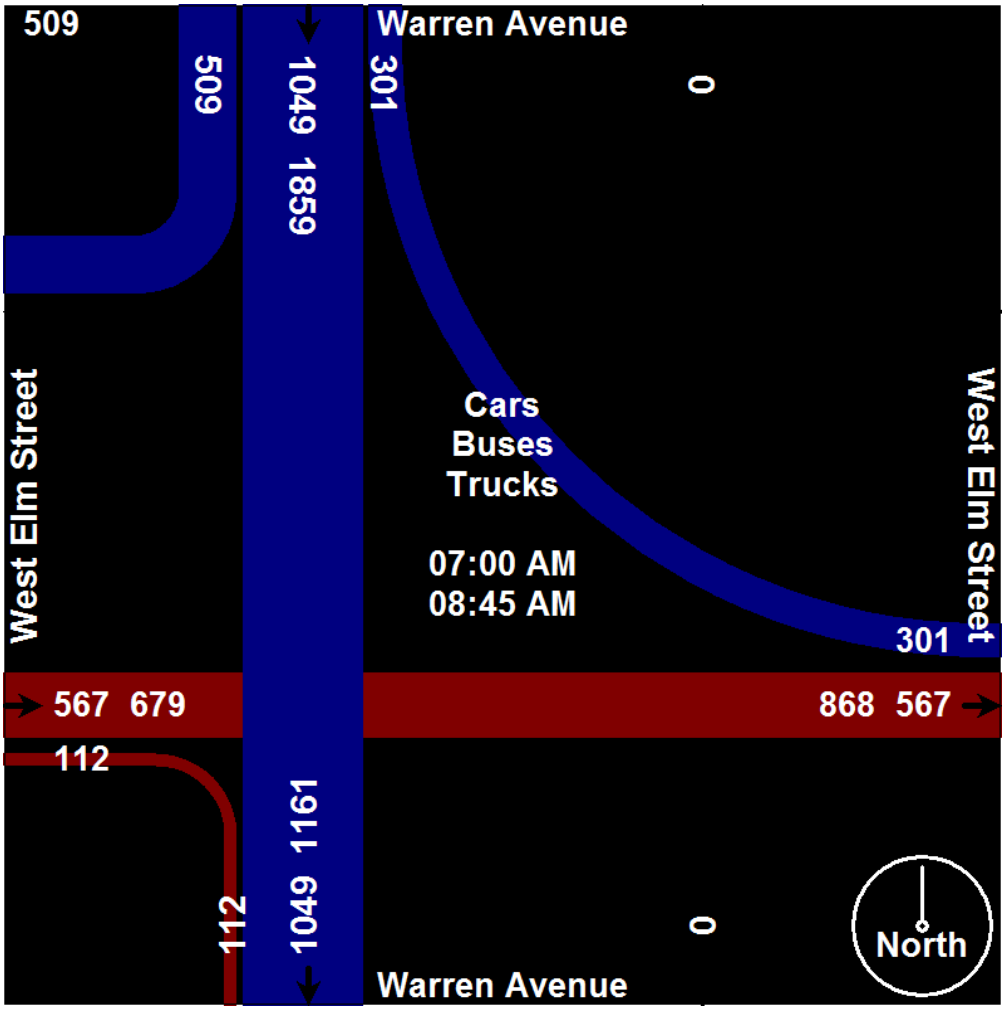
Page No : 3



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Community: Brockton
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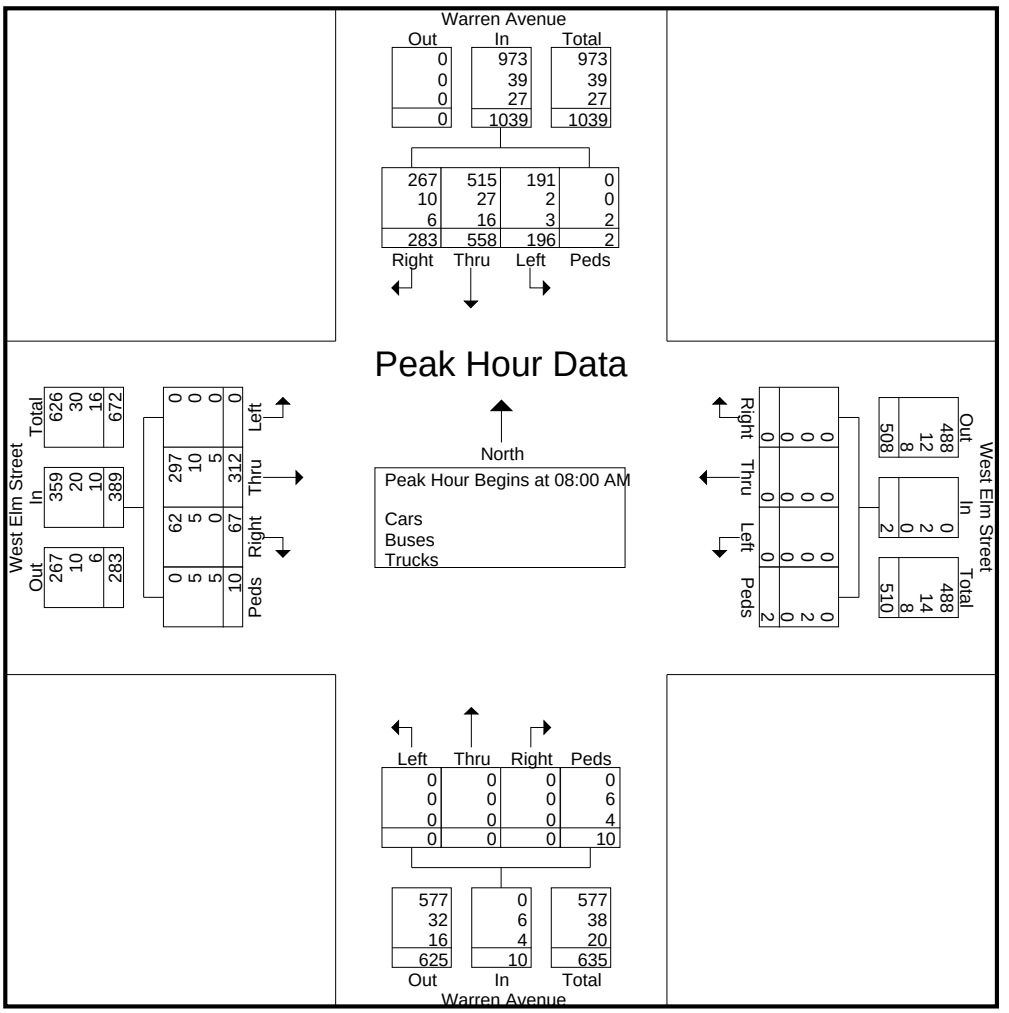
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & West Elm Street _AM
Site Code : 44
Start Date : 1/24/2017
Page No : 4

	Warren Avenue Southbound					West Elm Street Westbound					Warren Avenue Northbound					West Elm Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	71	141	46	**2**	260	0	0	0	0	0	0	0	0	2	2	14	66	0	3	83	345
08:15 AM	64	139	45	0	248	0	0	0	**1**	**1**	0	0	0	3	3	15	68	0	2	85	337
08:30 AM	66	128	51	0	245	0	0	0	1	1	0	0	0	**4**	**4**	12	73	0	**5**	90	340
08:45 AM	**82**	**150**	**54**	0	**286**	0	0	0	0	0	0	0	0	1	1	**26**	**105**	0	0	**131**	**418**
Total Volume	283	558	196	2	1039	0	0	0	2	2	0	0	0	10	10	67	312	0	10	389	1440
% App. Total	27.2	53.7	18.9	0.2		0	0	0	100		0	0	0	100		17.2	80.2	0	2.6		
PHF	.863	.930	.907	.250	.908	.000	.000	.000	.500	.500	.000	.000	.000	.625	.625	.644	.743	.000	.500	.742	.861
Cars	267	515	191	0	973	0	0	0	0	0	0	0	0	0	0	62	297	0	0	359	1332
% Cars	94.3	92.3	97.4	0	93.6	0	0	0	0	0	0	0	0	0	0	92.5	95.2	0	0	92.3	92.5
Buses	10	27	2	0	39	0	0	0	2	2	0	0	0	6	6	5	10	0	5	20	67
% Buses	3.5	4.8	1.0	0	3.8	0	0	0	100	100	0	0	0	60.0	60.0	7.5	3.2	0	50.0	5.1	4.7
Trucks	6	16	3	2	27	0	0	0	0	0	0	0	0	4	4	0	5	0	5	10	41
% Trucks	2.1	2.9	1.5	100	2.6	0	0	0	0	0	0	0	0	40.0	40.0	0	1.6	0	50.0	2.6	2.8



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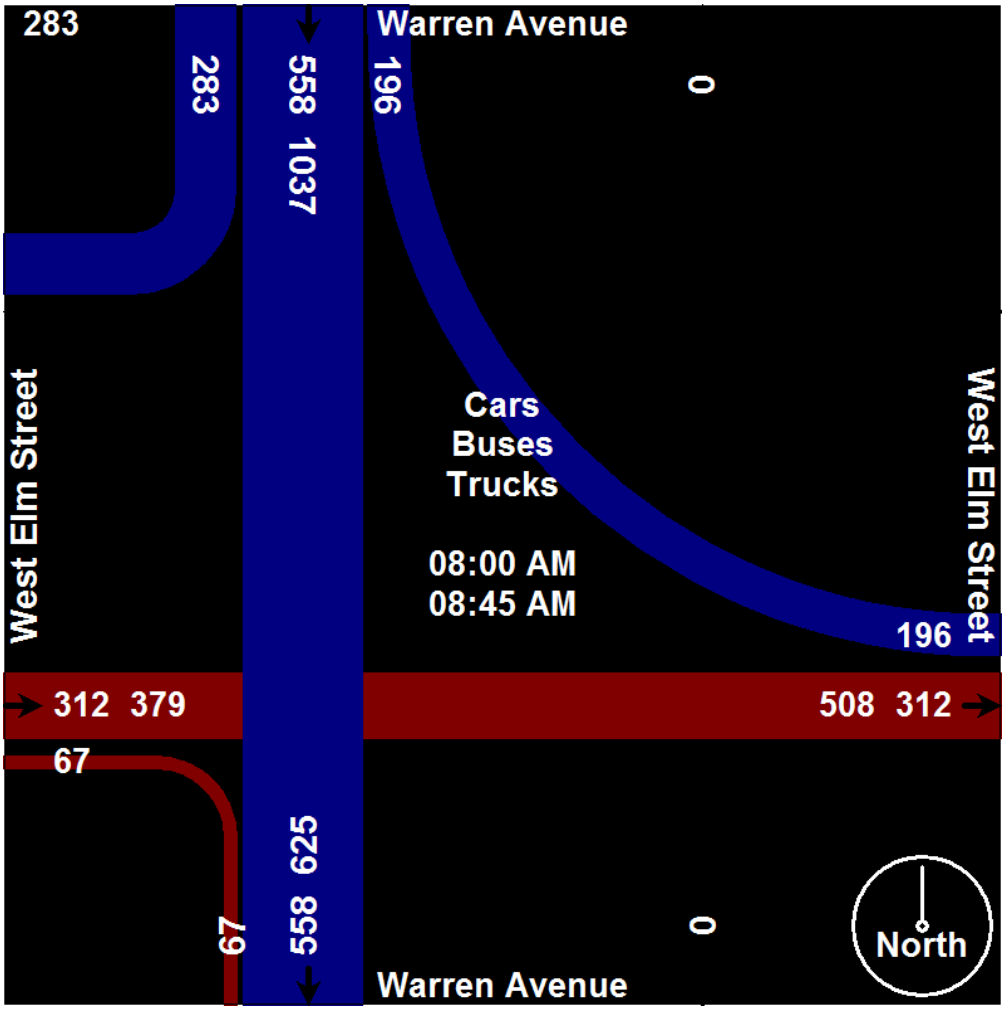
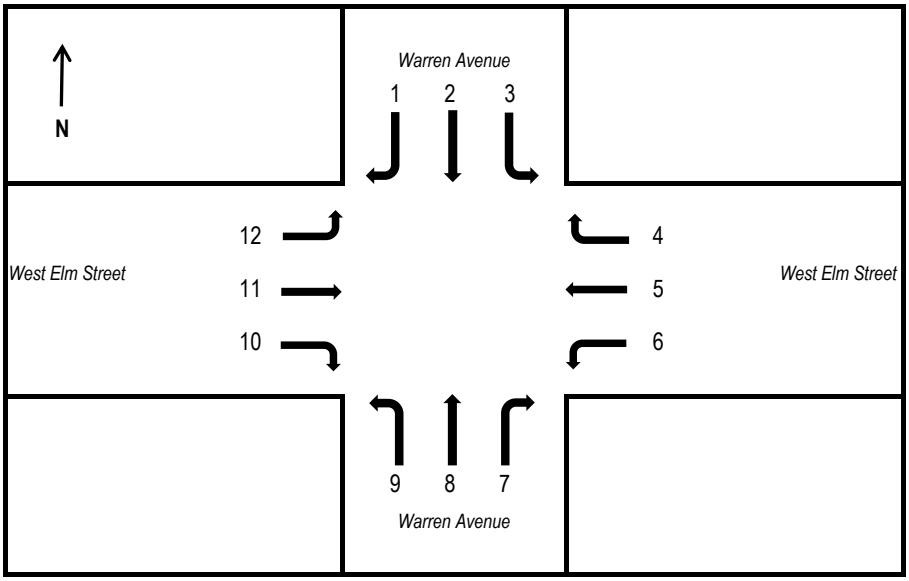
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & West Elm Street _AM
Site Code : 44
Start Date : 1/24/2017
Page No : 5



Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Warren Avenue (Route 123)
Location: @ West Elm Street
Weather: Rain, Windy **Board #:** DB-400 (4) **Staff:** SB **Date:** 1/24/2017



Interval	1	2	3	4	5	6	7	8	9	10	11	12
7:00 AM - 7:15 AM												
7:15 AM - 7:30 AM												
7:30 AM - 7:45 AM											1	
7:45 AM - 8:00 AM												
8:00 AM - 8:15 AM				1								
8:15 AM - 8:30 AM												
8:30 AM - 8:45 AM	1											
8:45 AM - 9:00 AM												
Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (2) / JP
Traffic Control: Stop Light

File Name : Warren Avenue & Legion Parkway_PM
Site Code : 44
Start Date : 2/15/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					Legion Parkway Westbound					Warren Avenue Northbound					Highland Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	124	33	0	159	0	22	31	0	53	0	0	0	1	1	7	11	0	3	21	234
04:15 PM	4	162	35	1	202	0	38	53	0	91	0	0	0	0	0	7	14	0	3	24	317
04:30 PM	2	150	46	1	199	0	48	63	0	111	0	0	0	0	0	9	6	0	0	15	325
04:45 PM	1	154	48	0	203	0	50	93	0	143	0	0	0	1	1	11	14	0	0	25	372
Total	9	590	162	2	763	0	158	240	0	398	0	0	0	2	2	34	45	0	6	85	1248
05:00 PM	4	182	67	0	253	0	47	76	0	123	0	0	0	0	0	11	19	0	0	30	406
05:15 PM	4	197	42	0	243	0	33	57	0	90	0	0	0	0	0	9	24	0	0	33	366
05:30 PM	2	190	60	0	252	0	43	91	0	134	0	0	0	1	1	9	14	0	0	23	410
05:45 PM	4	183	50	0	237	0	52	84	0	136	0	0	0	0	0	13	21	0	0	34	407
Total	14	752	219	0	985	0	175	308	0	483	0	0	0	1	1	42	78	0	0	120	1589
Grand Total	23	1342	381	2	1748	0	333	548	0	881	0	0	0	3	3	76	123	0	6	205	2837
Apprch %	1.3	76.8	21.8	0.1		0	37.8	62.2	0		0	0	0	100		37.1	60	0	2.9		
Total %	0.8	47.3	13.4	0.1	61.6	0	11.7	19.3	0	31.1	0	0	0	0.1	0.1	2.7	4.3	0	0.2	7.2	
Cars	23	1324	372	0	1719	0	330	533	0	863	0	0	0	0	0	76	123	0	0	199	2781
% Cars	100	98.7	97.6	0	98.3	0	99.1	97.3	0	98	0	0	0	0	0	100	100	0	0	97.1	98
Buses	0	4	1	0	5	0	1	1	0	2	0	0	0	1	1	0	0	0	6	6	14
% Buses	0	0.3	0.3	0	0.3	0	0.3	0.2	0	0.2	0	0	0	33.3	33.3	0	0	0	100	2.9	0.5
Trucks	0	14	8	2	24	0	2	14	0	16	0	0	0	2	2	0	0	0	0	0	42
% Trucks	0	1	2.1	100	1.4	0	0.6	2.6	0	1.8	0	0	0	66.7	66.7	0	0	0	0	0	1.5

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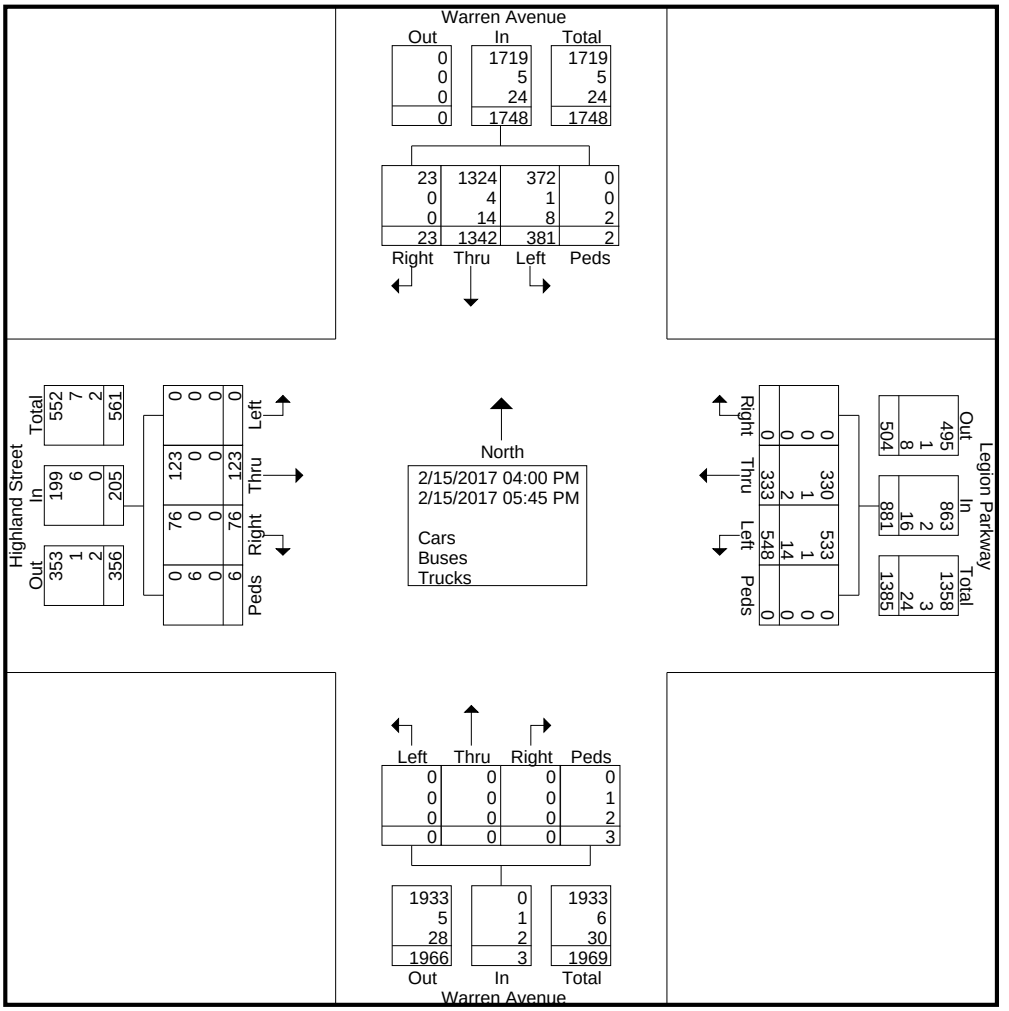
File Name : Warren Avenue & Legion Parkway_PM
Site Code : 44
Start Date : 2/15/2017
Page No : 2



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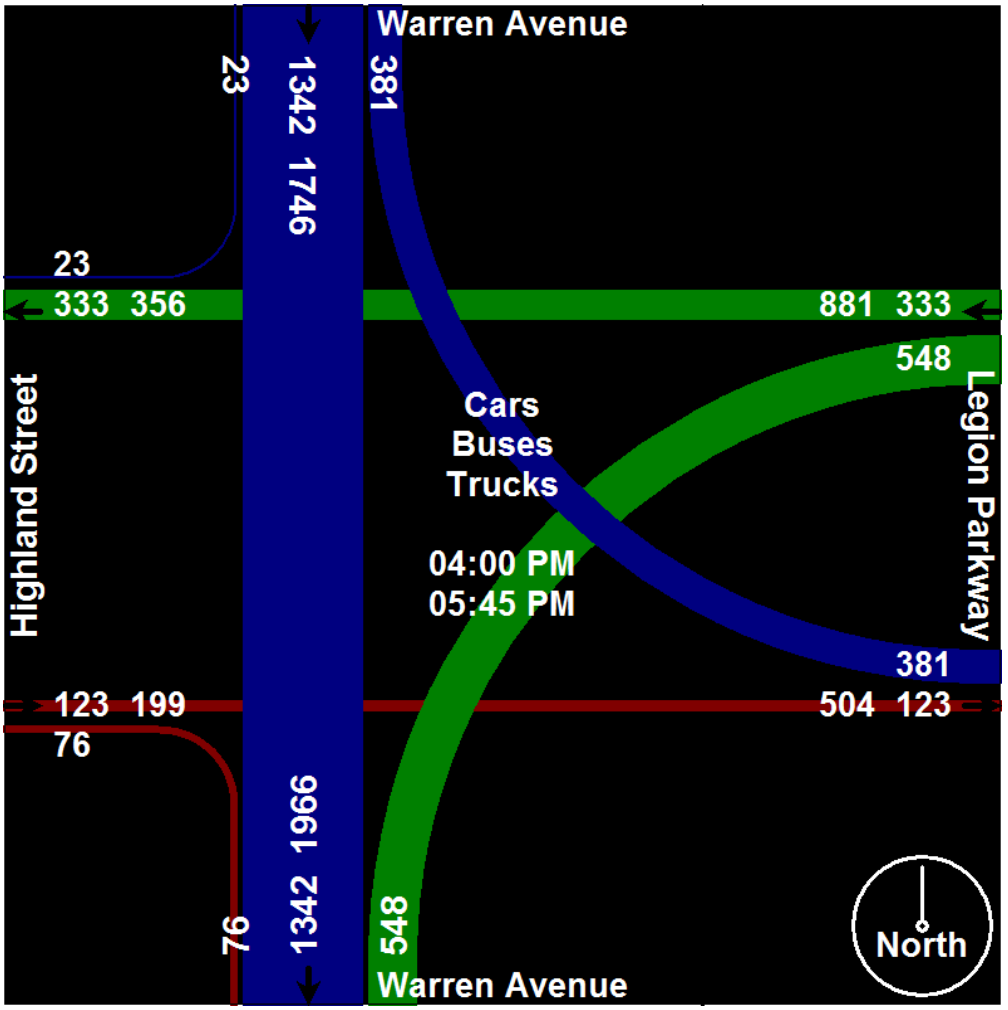

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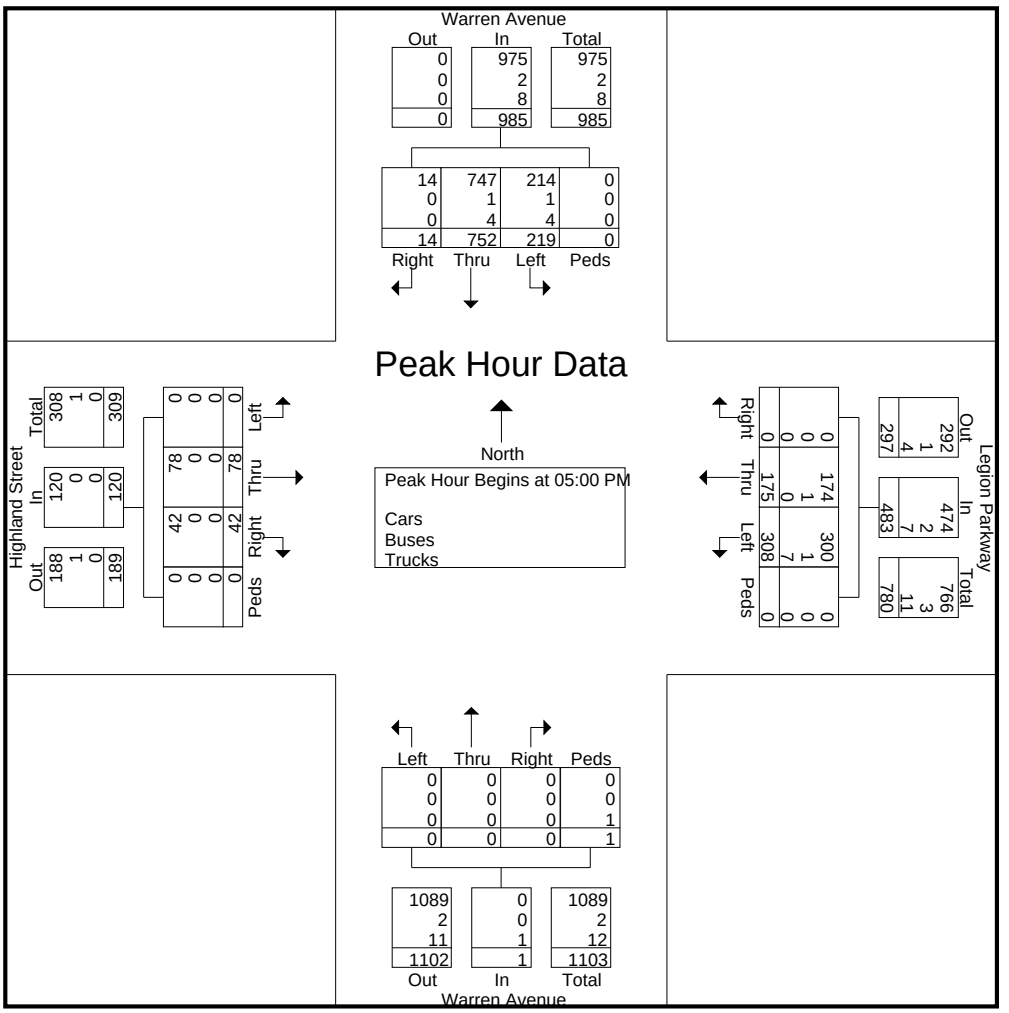
File Name : Warren Avenue & Legion Parkway_PM
Site Code : 44
Start Date : 2/15/2017
Page No : 4

	Warren Avenue Southbound					Legion Parkway Westbound					Warren Avenue Northbound					Highland Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**4**	182	**67**	0	**253**	0	47	76	0	123	0	0	0	0	0	11	19	0	0	30	406
05:15 PM	4	**197**	42	0	243	0	33	57	0	90	0	0	0	0	0	9	**24**	0	0	33	366
05:30 PM	2	190	60	0	252	0	43	**91**	0	134	0	0	0	**1**	**1**	9	14	0	0	23	**410**
05:45 PM	4	183	50	0	237	0	**52**	84	0	**136**	0	0	0	0	0	**13**	21	0	0	**34**	407
Total Volume	14	752	219	0	985	0	175	308	0	483	0	0	0	1	1	42	78	0	0	120	1589
% App. Total	1.4	76.3	22.2	0		0	36.2	63.8	0		0	0	0	100		35	65	0	0		
PHF	.875	.954	.817	.000	.973	.000	.841	.846	.000	.888	.000	.000	.000	.250	.250	.808	.813	.000	.000	.882	.969
Cars	14	747	214	0	975	0	174	300	0	474	0	0	0	0	0	42	78	0	0	120	1569
% Cars	100	99.3	97.7	0	99.0	0	99.4	97.4	0	98.1	0	0	0	0	0	100	100	0	0	100	98.7
Buses	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0.1	0.5	0	0.2	0	0.6	0.3	0	0.4	0	0	0	0	0	0	0	0	0	0	0.3
Trucks	0	4	4	0	8	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	16
% Trucks	0	0.5	1.8	0	0.8	0	0	2.3	0	1.4	0	0	0	100	100	0	0	0	0	0	1.0



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Community: Brockton
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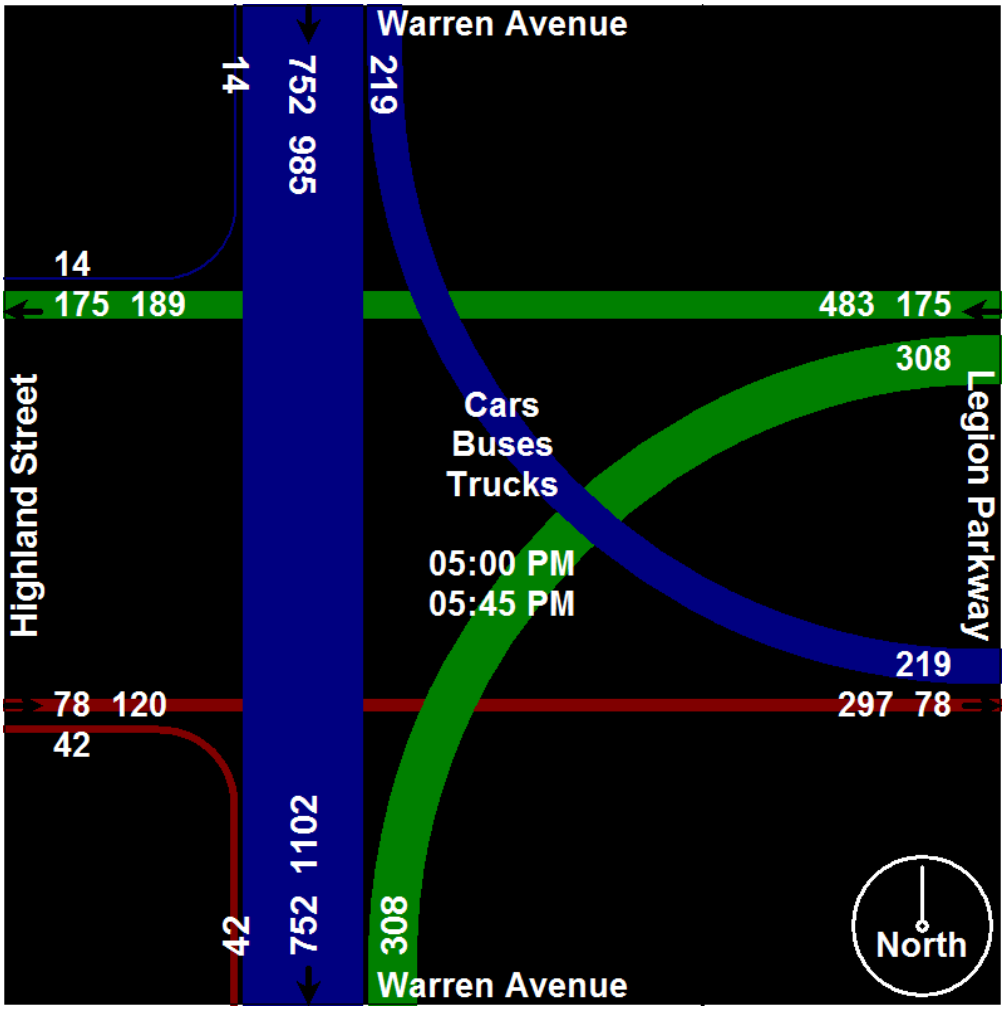

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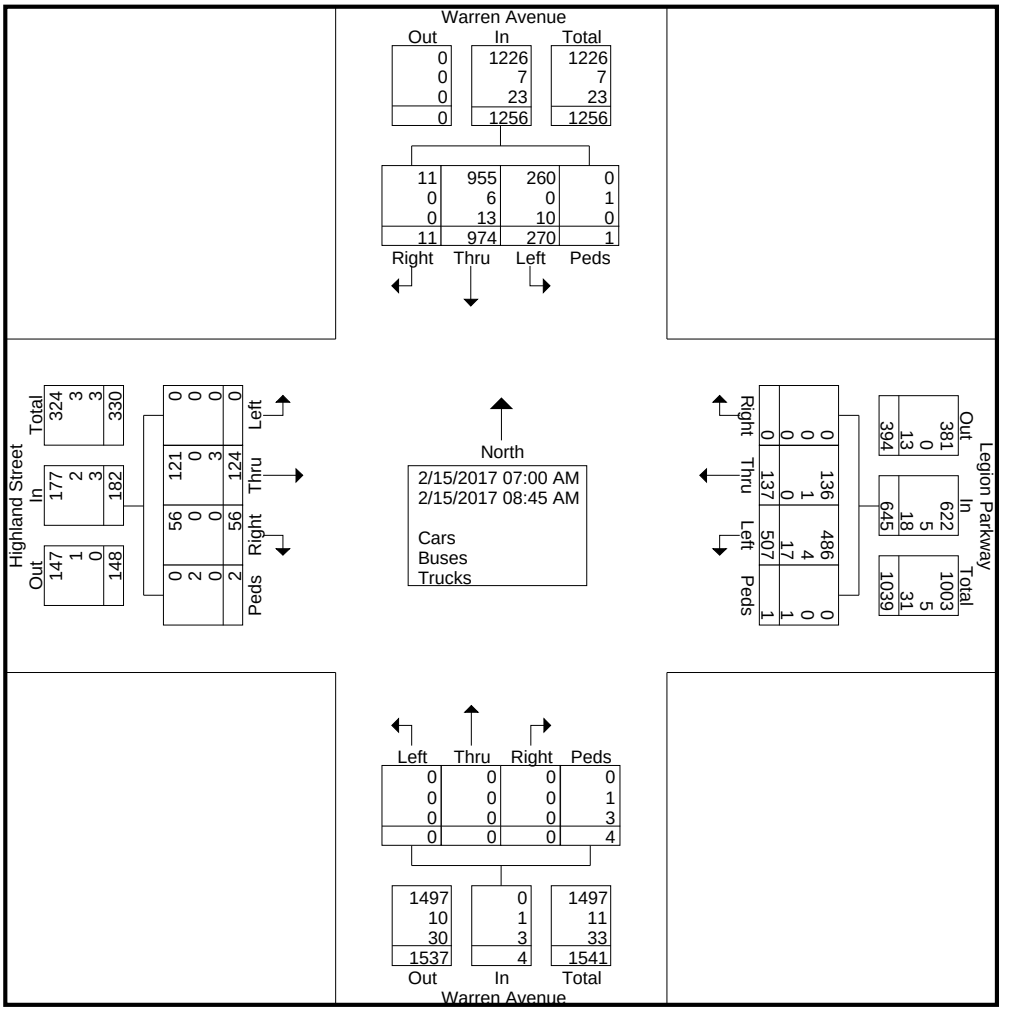
Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound					Legion Parkway Westbound					Warren Avenue Northbound					Highland Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	75	12	0	89	0	14	50	0	64	0	0	0	0	0	2	9	0	0	11	164
07:15 AM	1	73	28	0	102	0	12	53	0	65	0	0	0	1	1	5	15	0	1	21	189
07:30 AM	1	100	39	0	140	0	9	61	0	70	0	0	0	0	0	6	21	0	0	27	237
07:45 AM	3	137	39	0	179	0	9	69	0	78	0	0	0	0	0	10	26	0	1	37	294
Total	7	385	118	0	510	0	44	233	0	277	0	0	0	1	1	23	71	0	2	96	884
08:00 AM	0	148	49	0	197	0	26	59	0	85	0	0	0	0	0	6	11	0	0	17	299
08:15 AM	2	136	28	1	167	0	17	82	0	99	0	0	0	2	2	6	17	0	0	23	291
08:30 AM	2	155	53	0	210	0	24	72	0	96	0	0	0	0	0	2	7	0	0	9	315
08:45 AM	0	150	22	0	172	0	26	61	1	88	0	0	0	1	1	19	18	0	0	37	298
Total	4	589	152	1	746	0	93	274	1	368	0	0	0	3	3	33	53	0	0	86	1203
Grand Total	11	974	270	1	1256	0	137	507	1	645	0	0	0	4	4	56	124	0	2	182	2087
Apprch %	0.9	77.5	21.5	0.1		0	21.2	78.6	0.2		0	0	0	100		30.8	68.1	0	1.1		
Total %	0.5	46.7	12.9	0	60.2	0	6.6	24.3	0	30.9	0	0	0	0.2	0.2	2.7	5.9	0	0.1	8.7	
Cars	11	955	260	0	1226	0	136	486	0	622	0	0	0	0	0	56	121	0	0	177	2025
% Cars	100	98	96.3	0	97.6	0	99.3	95.9	0	96.4	0	0	0	0	0	100	97.6	0	0	97.3	97
Buses	0	6	0	1	7	0	1	4	0	5	0	0	0	1	1	0	0	0	2	2	15
% Buses	0	0.6	0	100	0.6	0	0.7	0.8	0	0.8	0	0	0	25	25	0	0	0	100	1.1	0.7
Trucks	0	13	10	0	23	0	0	17	1	18	0	0	0	3	3	0	3	0	0	3	47
% Trucks	0	1.3	3.7	0	1.8	0	0	3.4	100	2.8	0	0	0	75	75	0	2.4	0	0	1.6	2.3

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (2) / JP
Traffic Control: Traffic Light

File Name : Warren Avenue & Legion Parkway_AM
Site Code : 44
Start Date : 2/15/2017



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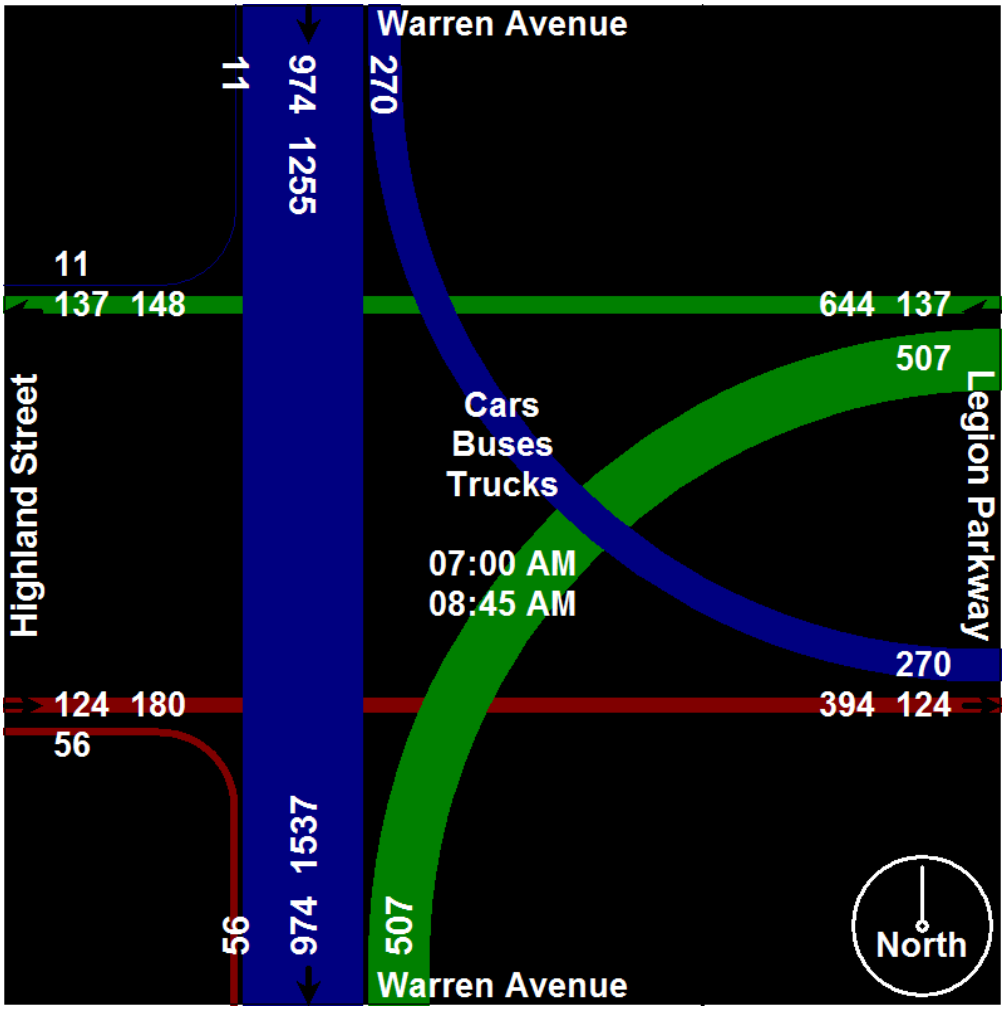
File Name : Warren Avenue & Legion Parkway_AM
Site Code : 44
Start Date : 2/15/2017
Page No : 3



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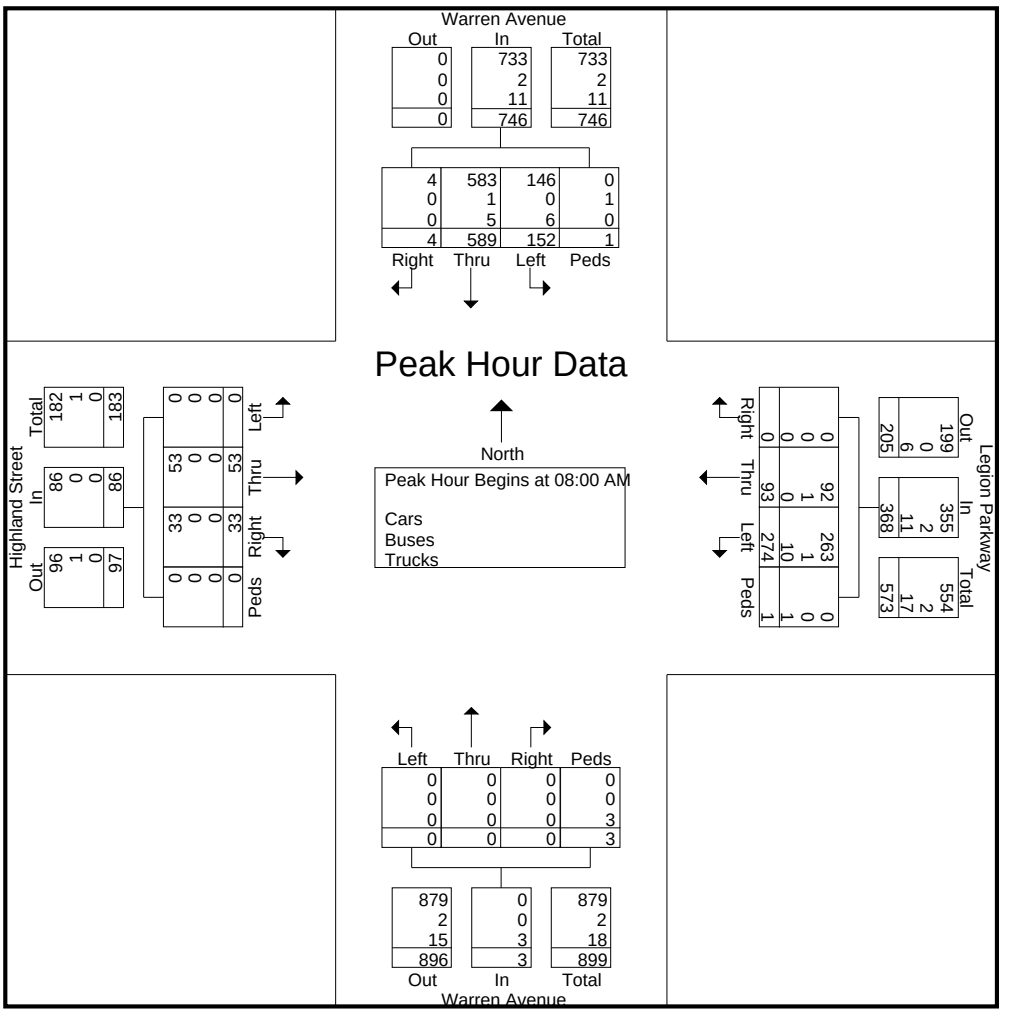
Traffic Control: Traffic Light

File Name : Warren Avenue & Legion Parkway_AM
Site Code : 44
Start Date : 2/15/2017
Page No : 4

	Warren Avenue Southbound					Legion Parkway Westbound					Warren Avenue Northbound					Highland Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	148	49	0	197	0	**26**	59	0	85	0	0	0	0	0	6	11	0	0	17	299
08:15 AM	**2**	136	28	**1**	167	0	17	**82**	0	**99**	0	0	0	**2**	**2**	6	17	0	0	23	291
08:30 AM	2	**155**	**53**	0	**210**	0	24	72	0	96	0	0	0	0	0	2	7	0	0	9	**315**
08:45 AM	0	150	22	0	172	0	26	61	**1**	88	0	0	0	1	1	**19**	**18**	0	0	**37**	298
Total Volume	4	589	152	1	746	0	93	274	1	368	0	0	0	3	3	33	53	0	0	86	1203
% App. Total	0.5	79	20.4	0.1		0	25.3	74.5	0.3		0	0	0	100		38.4	61.6	0	0		
PHF	.500	.950	.717	.250	.888	.000	.894	.835	.250	.929	.000	.000	.000	.375	.375	.434	.736	.000	.000	.581	.955
Cars	4	583	146	0	733	0	92	263	0	355	0	0	0	0	0	33	53	0	0	86	1174
% Cars	100	99.0	96.1	0	98.3	0	98.9	96.0	0	96.5	0	0	0	0	0	100	100	0	0	100	97.6
Buses	0	1	0	1	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0.2	0	100	0.3	0	1.1	0.4	0	0.5	0	0	0	0	0	0	0	0	0	0	0.3
Trucks	0	5	6	0	11	0	0	10	1	11	0	0	0	3	3	0	0	0	0	0	25
% Trucks	0	0.8	3.9	0	1.5	0	0	3.6	100	3.0	0	0	0	100	100	0	0	0	0	0	2.1



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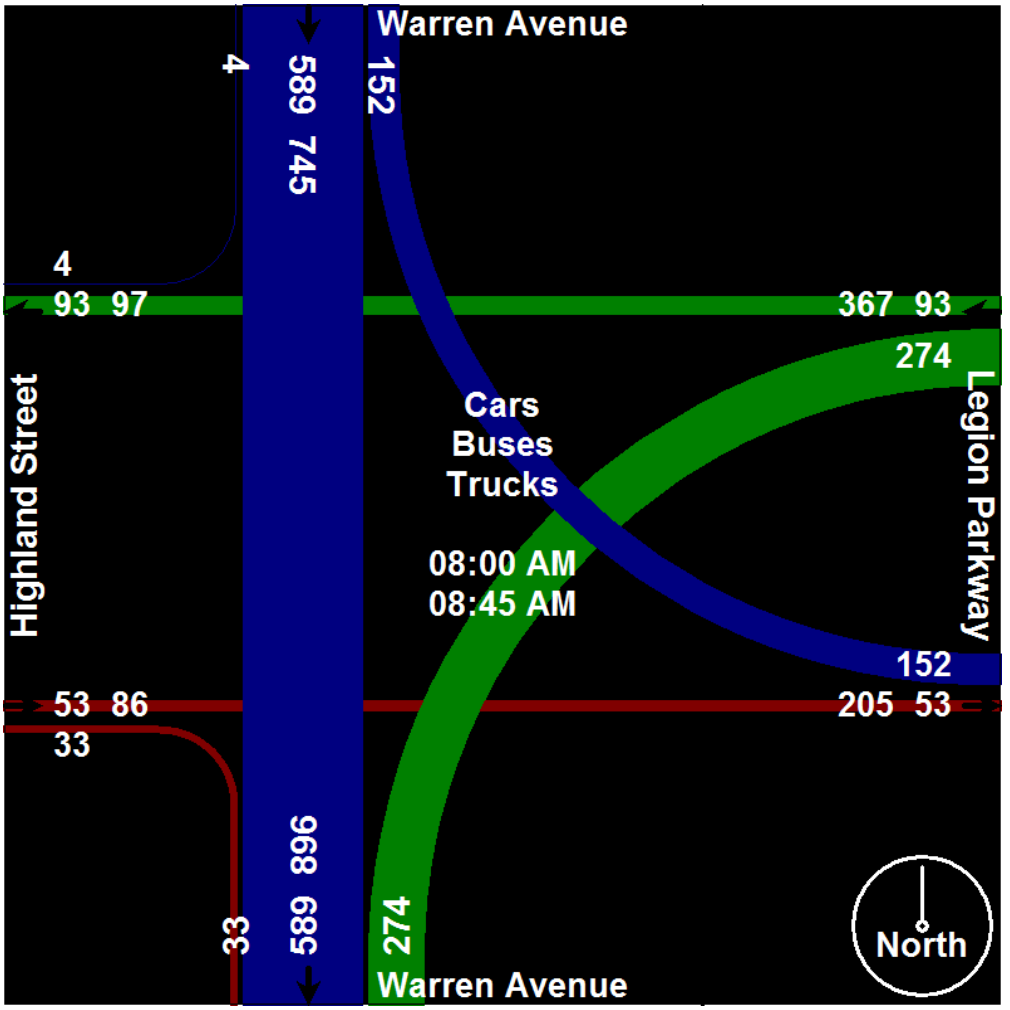
Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (2) / JP
Traffic Control: Traffic Light

File Name : Warren Avenue & Legion Parkway_AM
Site Code : 44
Start Date : 2/15/2017
Page No : 5



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & Frederick Douglass Avenue_PM
Site Code : 44
Start Date : 1/26/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound				Frederick Douglass Avenue Westbound				Warren Avenue Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	226	0	1	227	0	103	4	107	0	0	0	0	334
04:15 PM	210	0	2	212	0	89	4	93	0	0	0	0	305
04:30 PM	221	0	1	222	0	116	2	118	0	0	0	0	340
04:45 PM	196	0	1	197	0	91	6	97	0	0	0	0	294
Total	853	0	5	858	0	399	16	415	0	0	0	0	1273
05:00 PM	234	0	0	234	0	122	5	127	0	0	0	0	361
05:15 PM	208	0	0	208	0	118	4	122	0	0	0	0	330
05:30 PM	203	0	2	205	0	85	1	86	0	0	0	0	291
05:45 PM	185	0	4	189	0	101	0	101	0	0	1	1	291
Total	830	0	6	836	0	426	10	436	0	0	1	1	1273
Grand Total	1683	0	11	1694	0	825	26	851	0	0	1	1	2546
Apprch %	99.4	0	0.6		0	96.9	3.1		0	0	100		
Total %	66.1	0	0.4	66.5	0	32.4	1	33.4	0	0	0	0	
Cars	1627	0	0	1627	0	810	0	810	0	0	0	0	2437
% Cars	96.7	0	0	96	0	98.2	0	95.2	0	0	0	0	95.7
Buses	32	0	7	39	0	7	17	24	0	0	1	1	64
% Buses	1.9	0	63.6	2.3	0	0.8	65.4	2.8	0	0	100	100	2.5
Trucks	24	0	4	28	0	8	9	17	0	0	0	0	45
% Trucks	1.4	0	36.4	1.7	0	1	34.6	2	0	0	0	0	1.8

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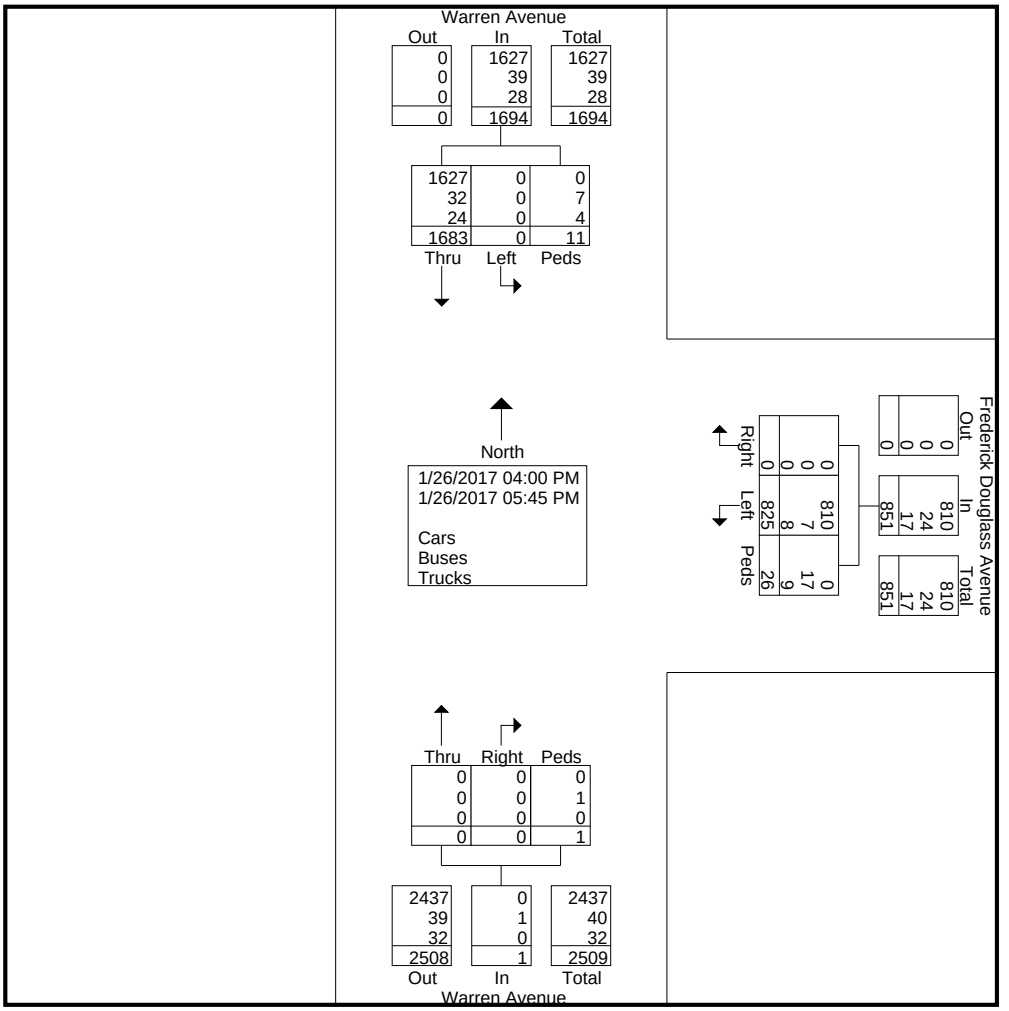
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & Frederick Douglass Avenue_PM
Site Code : 44
Start Date : 1/26/2017



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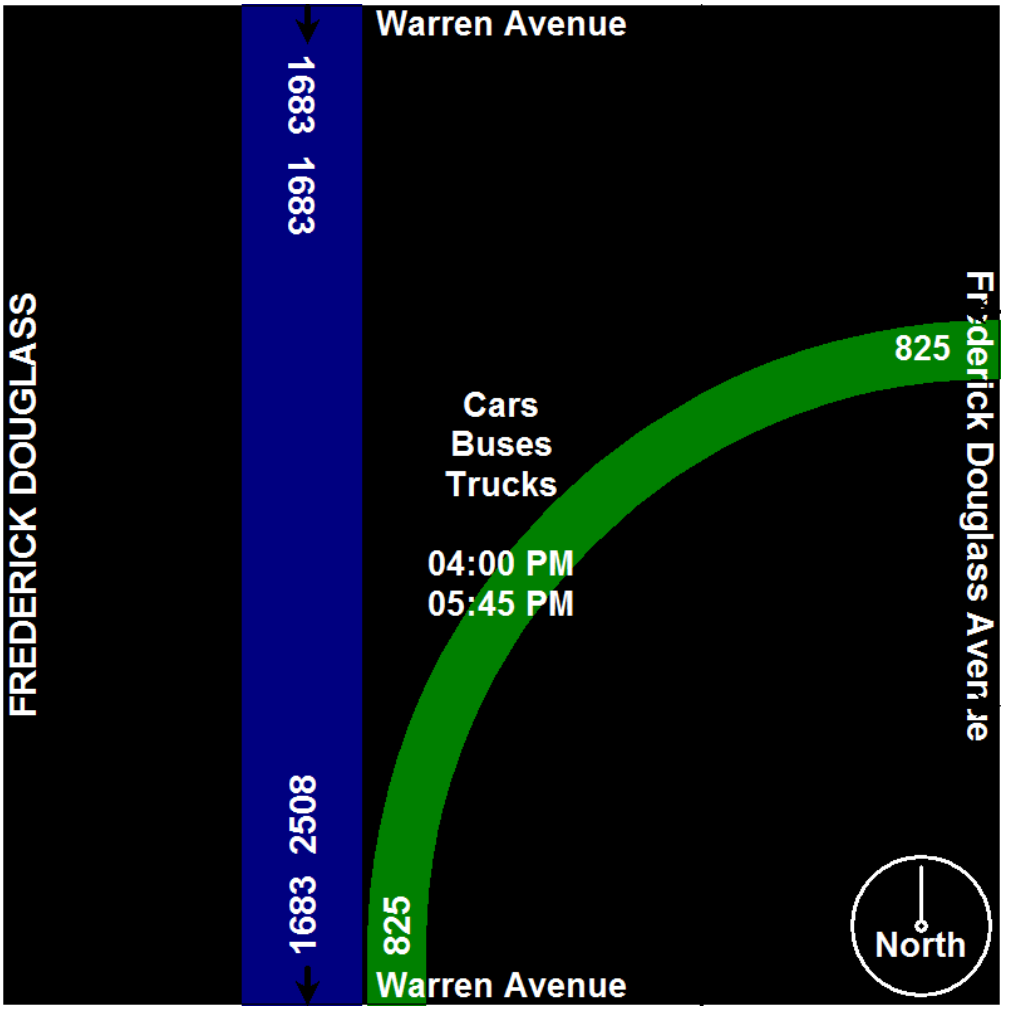
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & Frederick Douglass Avenue_PM
Site Code : 44
Start Date : 1/26/2017
Page No : 3



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70 School Street
Brockton, MA 02301
(508) 583-1833
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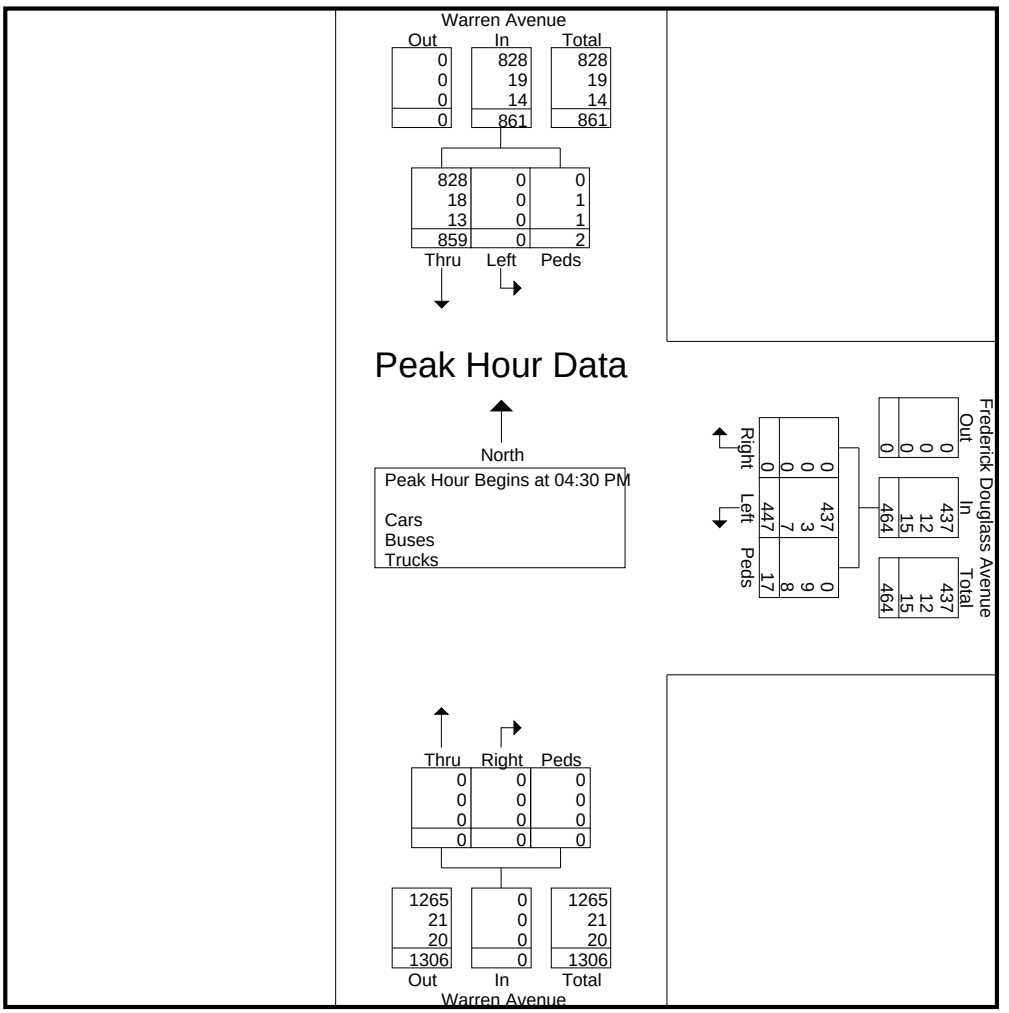
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & Frederick Douglass Avenue_PM
Site Code : 44
Start Date : 1/26/2017
Page No : 4

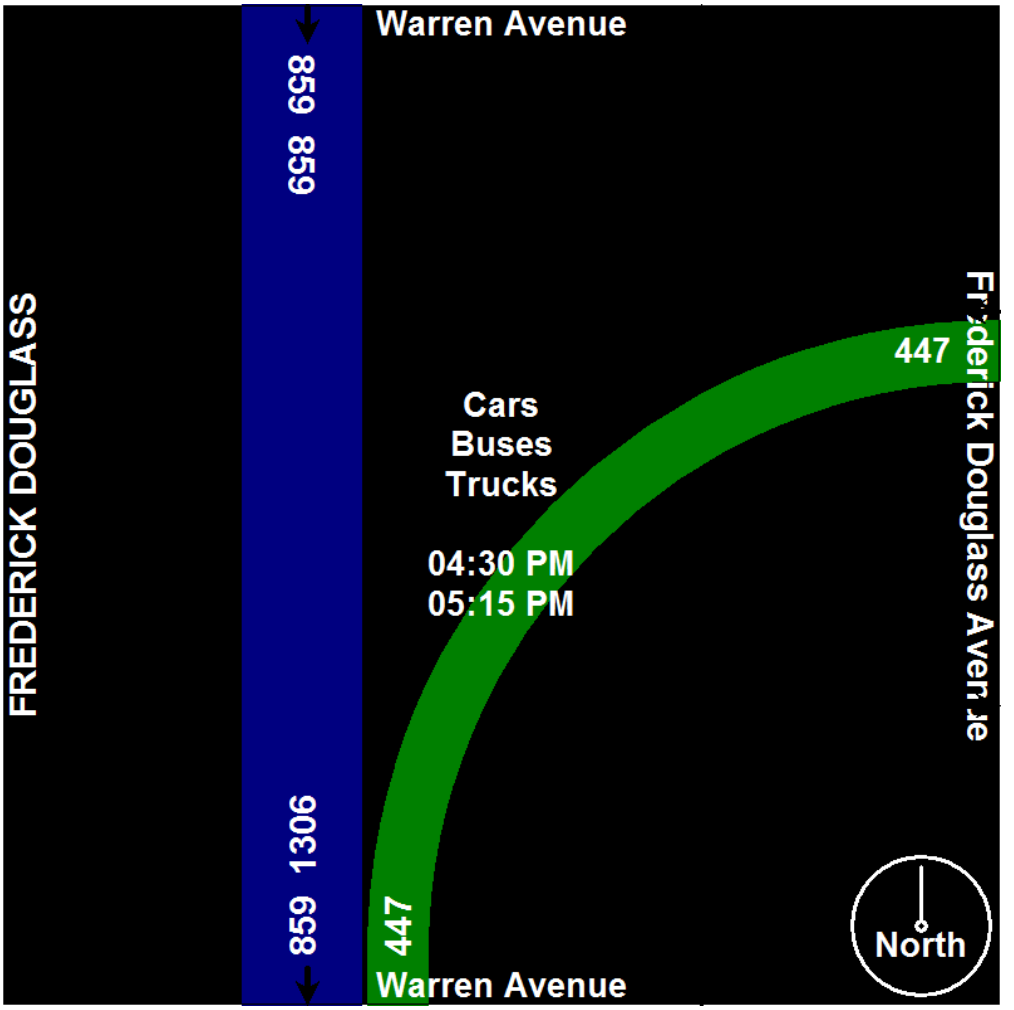
	Warren Avenue Southbound				Frederick Douglass Avenue Westbound				Warren Avenue Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	221	0	**1**	222	0	116	2	118	0	0	0	0	340
04:45 PM	196	0	1	197	0	91	**6**	97	0	0	0	0	294
05:00 PM	**234**	0	0	**234**	0	**122**	5	**127**	0	0	0	0	**361**
05:15 PM	208	0	0	208	0	118	4	122	0	0	0	0	330
Total Volume	859	0	2	861	0	447	17	464	0	0	0	0	1325
% App. Total	99.8	0	0.2		0	96.3	3.7		0	0	0		
PHF	.918	.000	.500	.920	.000	.916	.708	.913	.000	.000	.000	.000	.918
Cars	828	0	0	828	0	437	0	437	0	0	0	0	1265
% Cars	96.4	0	0	96.2	0	97.8	0	94.2	0	0	0	0	95.5
Buses	18	0	1	19	0	3	9	12	0	0	0	0	31
% Buses	2.1	0	50.0	2.2	0	0.7	52.9	2.6	0	0	0	0	2.3
Trucks	13	0	1	14	0	7	8	15	0	0	0	0	29
% Trucks	1.5	0	50.0	1.6	0	1.6	47.1	3.2	0	0	0	0	2.2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Traffic Light

File Name : Warren Avenue & Frederick Douglass Avenue_PM
Site Code : 44
Start Date : 1/26/2017
Page No : 5



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Signal

File Name : Warren Avenue & Frederick Douglas Avenue_AM
Site Code : 44
Start Date : 10/19/2016
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Warren Avenue Southbound				Frederick Douglass Avenue Westbound				Warren Avenue Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	90	0	0	90	0	31	0	31	0	0	0	0	121
07:15 AM	137	0	1	138	0	41	1	42	0	0	0	0	180
07:30 AM	166	0	2	168	0	61	0	61	0	0	0	0	229
07:45 AM	234	0	0	234	0	98	0	98	0	0	0	0	332
Total	627	0	3	630	0	231	1	232	0	0	0	0	862
08:00 AM	177	0	0	177	0	87	0	87	0	0	0	0	264
08:15 AM	193	0	0	193	0	75	0	75	0	0	0	0	268
08:30 AM	232	0	0	232	0	62	4	66	0	0	0	0	298
08:45 AM	247	0	1	248	0	75	2	77	0	0	1	1	326
Total	849	0	1	850	0	299	6	305	0	0	1	1	1156
Grand Total	1476	0	4	1480	0	530	7	537	0	0	1	1	2018
Apprch %	99.7	0	0.3		0	98.7	1.3		0	0	100		
Total %	73.1	0	0.2	73.3	0	26.3	0.3	26.6	0	0	0	0	
Cars	1418	0	0	1418	0	516	0	516	0	0	0	0	1934
% Cars	96.1	0	0	95.8	0	97.4	0	96.1	0	0	0	0	95.8
Buses	26	0	2	28	0	5	1	6	0	0	1	1	35
% Buses	1.8	0	50	1.9	0	0.9	14.3	1.1	0	0	100	100	1.7
Trucks	32	0	2	34	0	9	6	15	0	0	0	0	49
% Trucks	2.2	0	50	2.3	0	1.7	85.7	2.8	0	0	0	0	2.4

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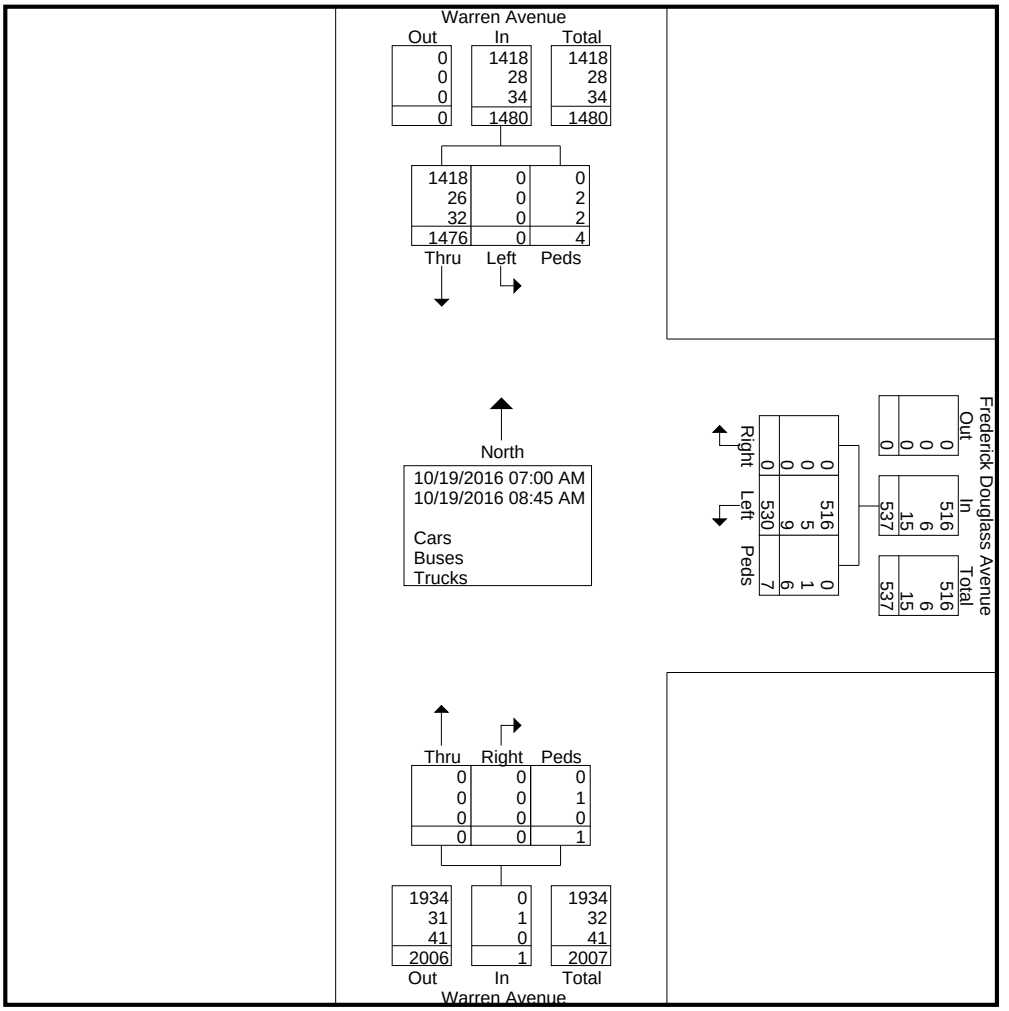
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Signal

File Name : Warren Avenue & Frederick Douglas Avenue_AM
Site Code : 44
Start Date : 10/19/2016
Page No : 2



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Community: Brockton
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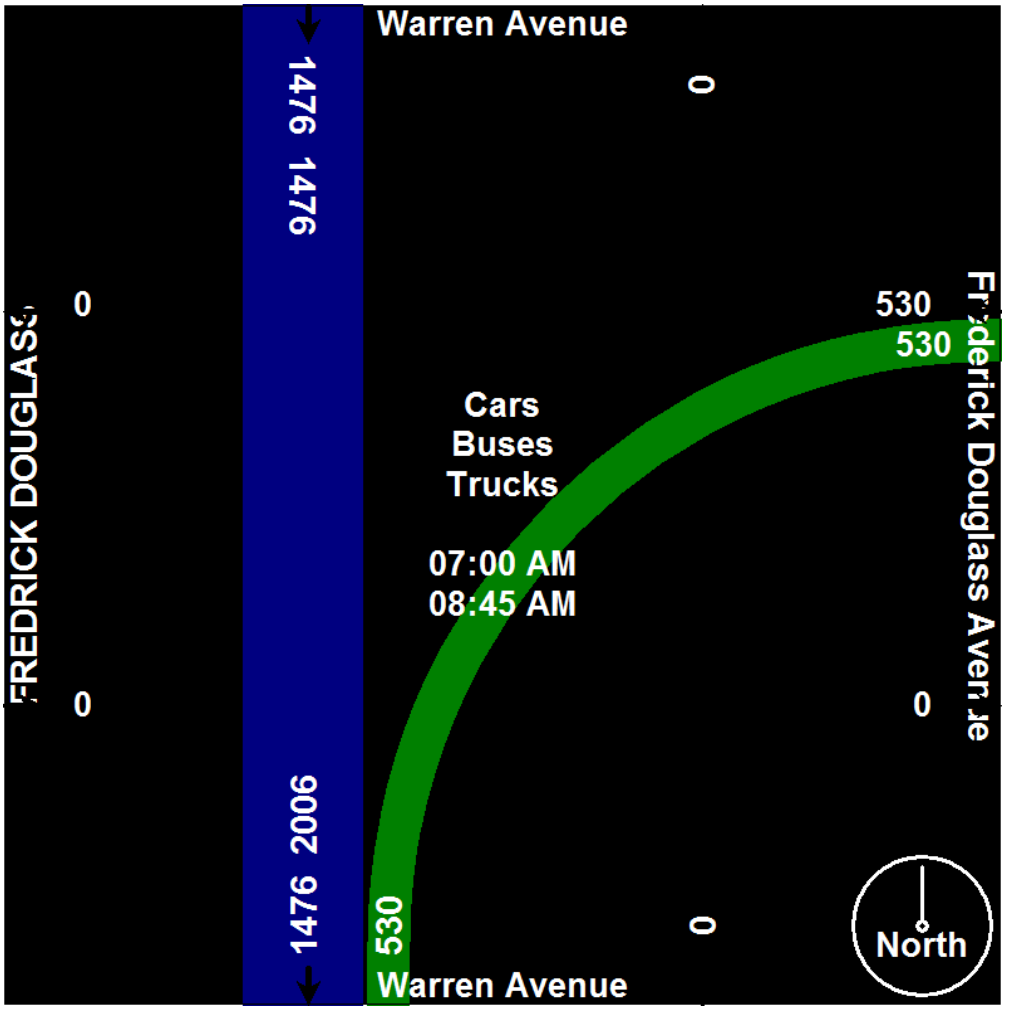
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Signal

File Name : Warren Avenue & Frederick Douglas Avenue_AM
Site Code : 44
Start Date : 10/19/2016
Page No : 3



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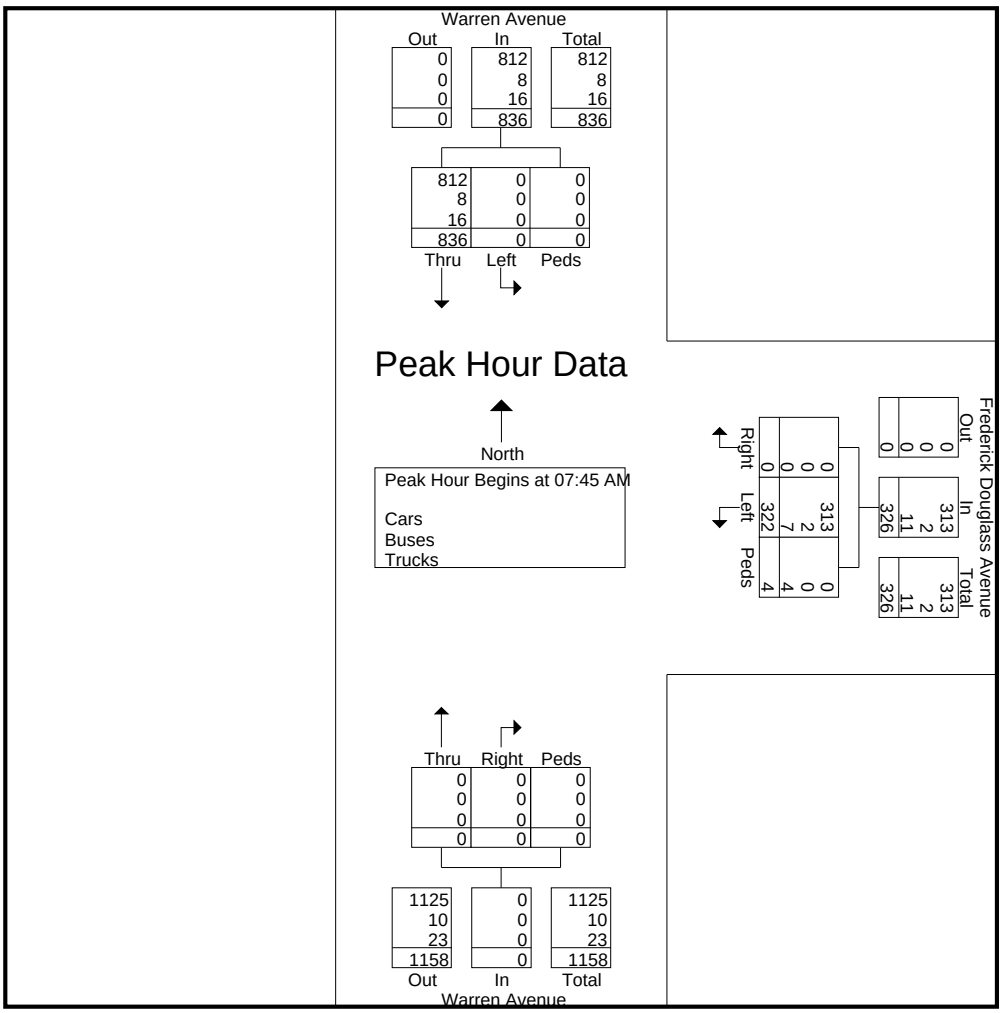
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Signal

File Name : Warren Avenue & Frederick Douglas Avenue_AM
Site Code : 44
Start Date : 10/19/2016
Page No : 4

	Warren Avenue Southbound				Frederick Douglass Avenue Westbound				Warren Avenue Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**234**	0	0	**234**	0	**98**	0	**98**	0	0	0	0	**332**
08:00 AM	177	0	0	177	0	87	0	87	0	0	0	0	264
08:15 AM	193	0	0	193	0	75	0	75	0	0	0	0	268
08:30 AM	232	0	0	232	0	62	**4**	66	0	0	0	0	298
Total Volume	836	0	0	836	0	322	4	326	0	0	0	0	1162
% App. Total	100	0	0		0	98.8	1.2		0	0	0		
PHF	.893	.000	.000	.893	.000	.821	.250	.832	.000	.000	.000	.000	.875
Cars	812	0	0	812	0	313	0	313	0	0	0	0	1125
% Cars	97.1	0	0	97.1	0	97.2	0	96.0	0	0	0	0	96.8
Buses	8	0	0	8	0	2	0	2	0	0	0	0	10
% Buses	1.0	0	0	1.0	0	0.6	0	0.6	0	0	0	0	0.9
Trucks	16	0	0	16	0	7	4	11	0	0	0	0	27
% Trucks	1.9	0	0	1.9	0	2.2	100	3.4	0	0	0	0	2.3



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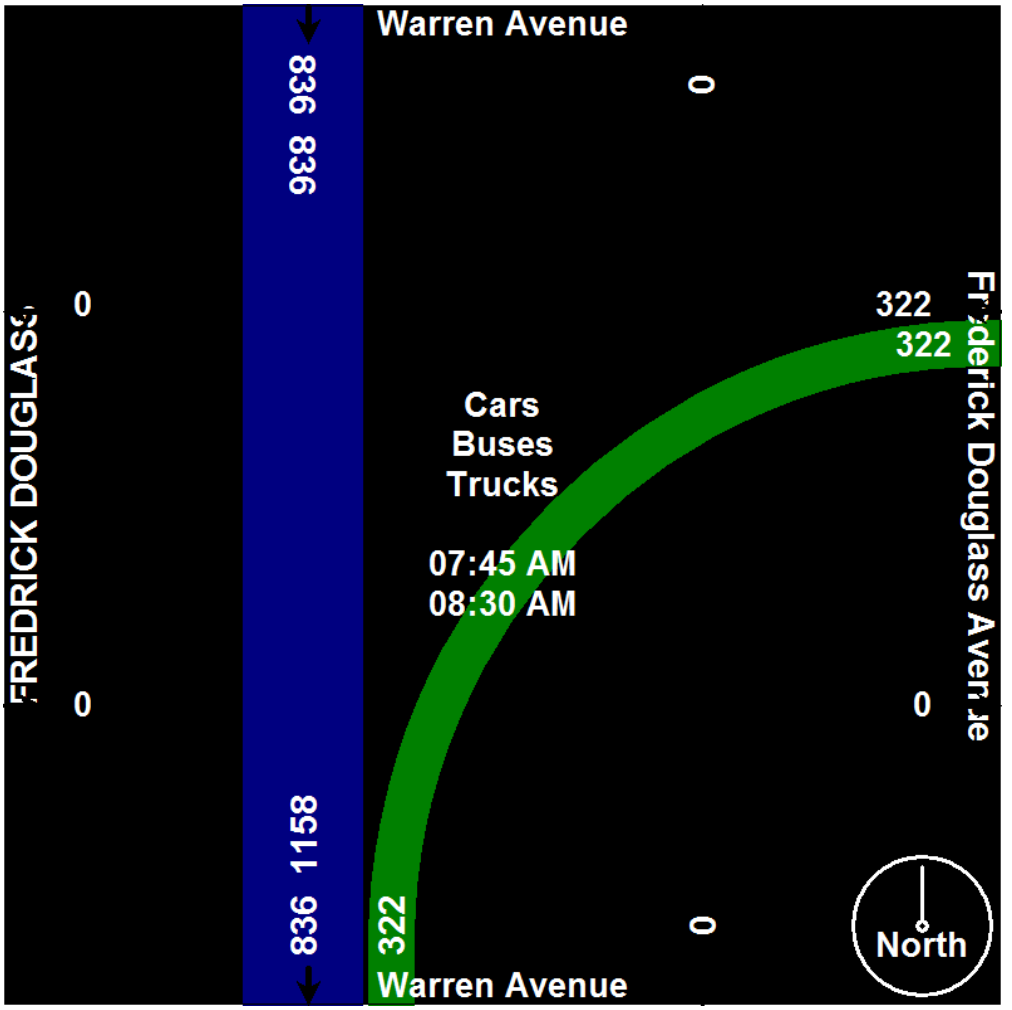
Traffic Control: Traffic Signal

File Name : Warren Avenue & Frederick Douglas Avenue_AM
Site Code : 44
Start Date : 10/19/2016
Page No : 5



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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					School Street Westbound					Montello Street (Route 28) Northbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	99	0	3	106	22	80	22	2	126	0	78	13	1	92	324
04:15 PM	6	129	0	2	137	11	98	18	1	128	0	76	9	3	88	353
04:30 PM	1	128	0	1	130	16	77	16	0	109	0	55	9	2	66	305
04:45 PM	4	121	0	3	128	13	88	29	4	134	0	65	8	2	75	337
Total	15	477	0	9	501	62	343	85	7	497	0	274	39	8	321	1319
05:00 PM	1	138	0	3	142	17	83	21	1	122	0	87	10	2	99	363
05:15 PM	1	123	0	0	124	25	89	19	2	135	0	72	4	3	79	338
05:30 PM	3	115	1	2	121	9	68	21	0	98	0	46	9	1	56	275
05:45 PM	6	123	0	1	130	15	83	27	4	129	0	72	11	1	84	343
Total	11	499	1	6	517	66	323	88	7	484	0	277	34	7	318	1319
Grand Total	26	976	1	15	1018	128	666	173	14	981	0	551	73	15	639	2638
Apprch %	2.6	95.9	0.1	1.5		13	67.9	17.6	1.4		0	86.2	11.4	2.3		
Total %	1	37	0	0.6	38.6	4.9	25.2	6.6	0.5	37.2	0	20.9	2.8	0.6	24.2	
Cars	25	938	1	0	964	123	648	169	0	940	0	539	73	0	612	2516
% Cars	96.2	96.1	100	0	94.7	96.1	97.3	97.7	0	95.8	0	97.8	100	0	95.8	95.4
Buses	0	11	0	5	16	0	10	1	5	16	0	3	0	9	12	44
% Buses	0	1.1	0	33.3	1.6	0	1.5	0.6	35.7	1.6	0	0.5	0	60	1.9	1.7
Trucks	1	27	0	10	38	5	8	3	9	25	0	9	0	6	15	78
% Trucks	3.8	2.8	0	66.7	3.7	3.9	1.2	1.7	64.3	2.5	0	1.6	0	40	2.3	3

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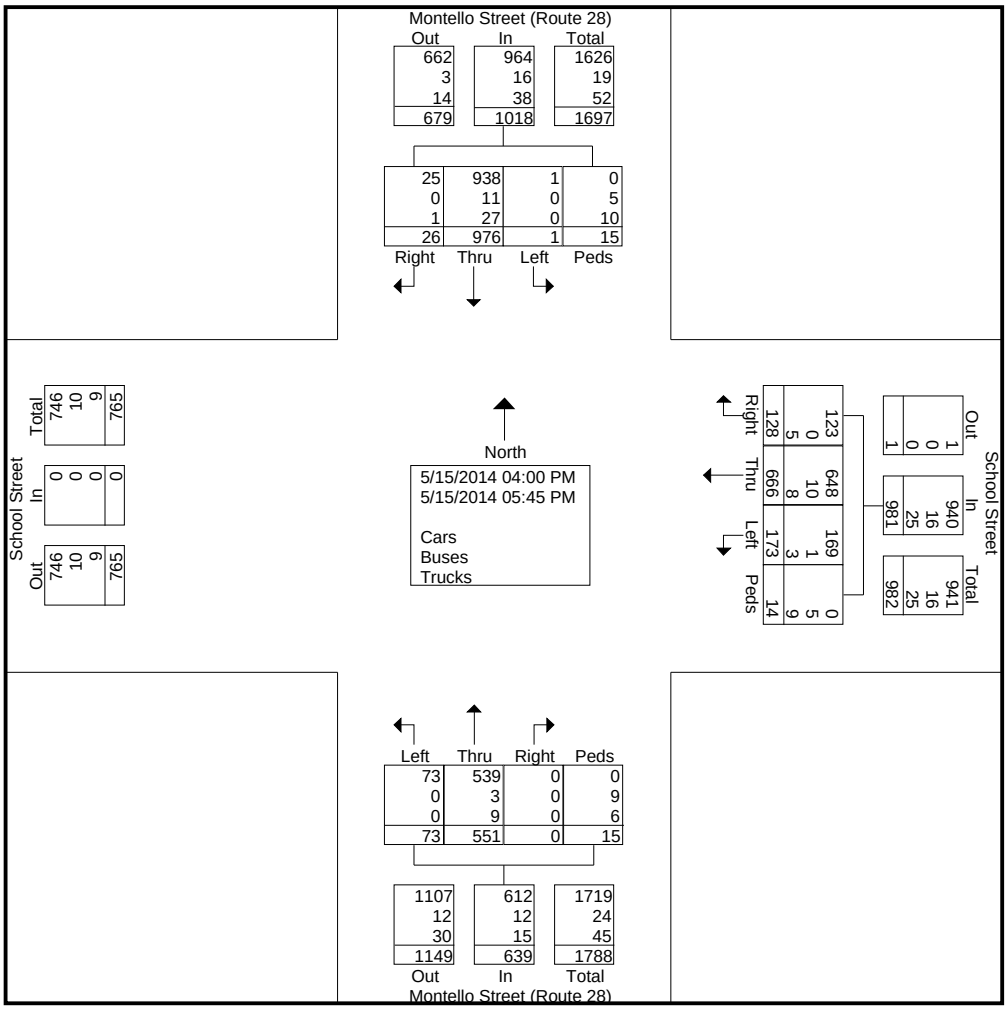
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

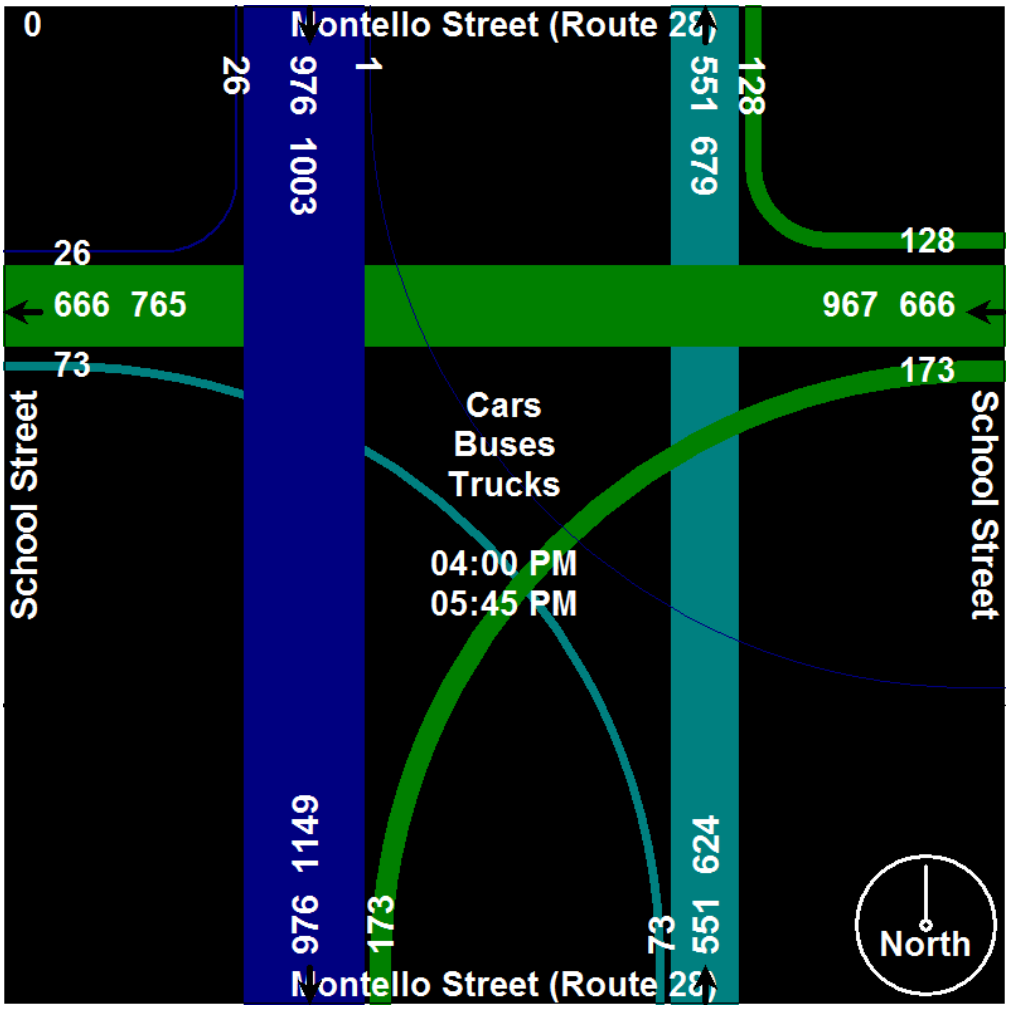
File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014
Page No : 2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014
Page No : 3



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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014

	Montello Street (Route 28) Southbound					School Street Westbound					Montello Street (Route 28) Northbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	**6**	129	0	2	137	11	**98**	18	1	128	0	76	9	**3**	88	353
04:30 PM	1	128	0	1	130	16	77	16	0	109	0	55	9	2	66	305
04:45 PM	4	121	0	**3**	128	13	88	**29**	**4**	**134**	0	65	8	2	75	337
05:00 PM	1	**138**	0	3	**142**	**17**	83	21	1	122	0	**87**	**10**	2	**99**	**363**
Total Volume	12	516	0	9	537	57	346	84	6	493	0	283	36	9	328	1358
% App. Total	2.2	96.1	0	1.7		11.6	70.2	17	1.2		0	86.3	11	2.7		
PHF	.500	.935	.000	.750	.945	.838	.883	.724	.375	.920	.000	.813	.900	.750	.828	.935
Cars	12	495	0	0	507	54	336	83	0	473	0	275	36	0	311	1291
% Cars	100	95.9	0	0	94.4	94.7	97.1	98.8	0	95.9	0	97.2	100	0	94.8	95.1
Buses	0	5	0	4	9	0	6	0	2	8	0	2	0	5	7	24
% Buses	0	1.0	0	44.4	1.7	0	1.7	0	33.3	1.6	0	0.7	0	55.6	2.1	1.8
Trucks	0	16	0	5	21	3	4	1	4	12	0	6	0	4	10	43
% Trucks	0	3.1	0	55.6	3.9	5.3	1.2	1.2	66.7	2.4	0	2.1	0	44.4	3.0	3.2

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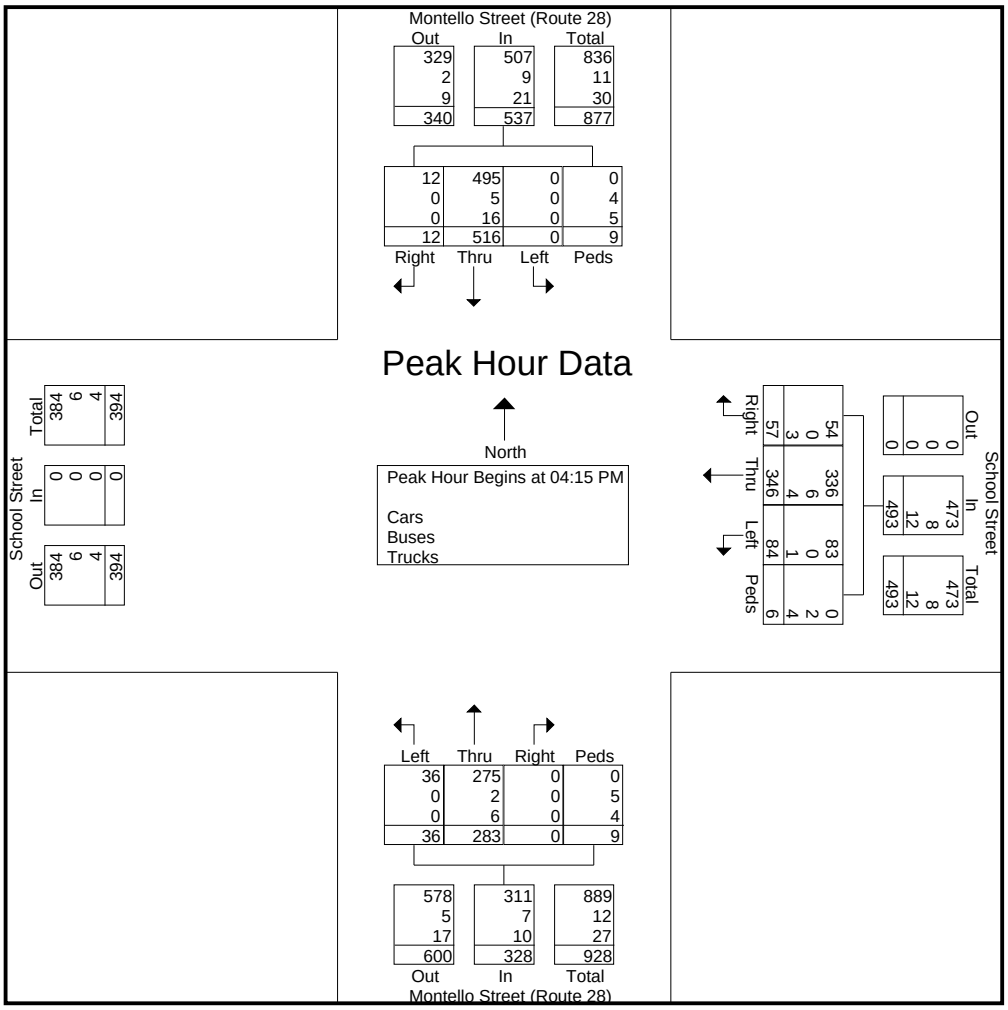
File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014
Page No : 5



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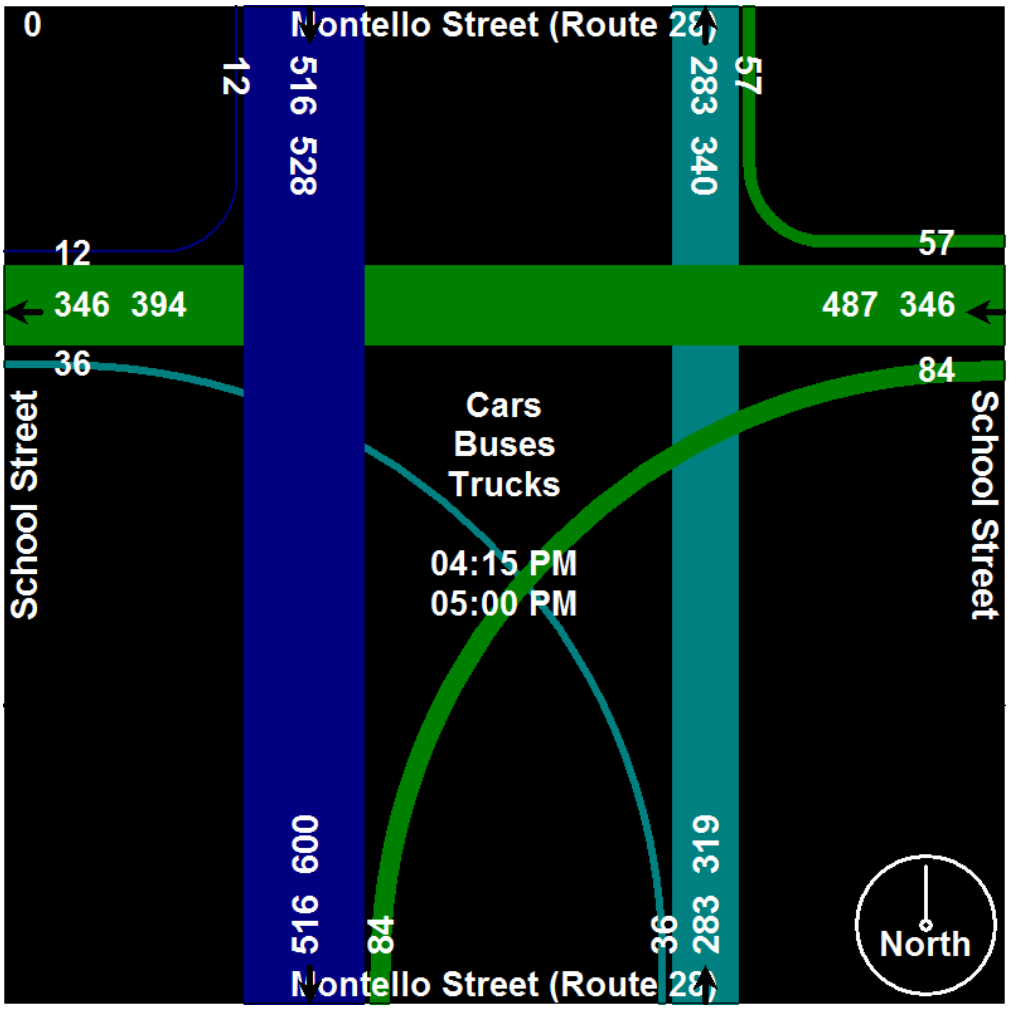
File Name : Montello Street (Route 28) & School Street_PM
Site Code : 44
Start Date : 5/15/2014
Page No : 6



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File Name : Montello Street (Route 28) & School Street_PM
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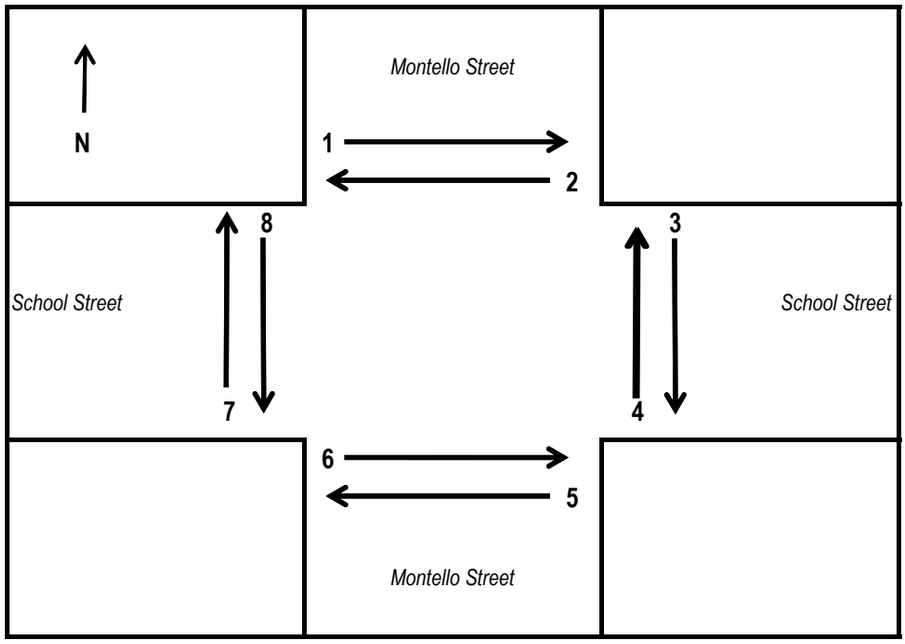
Start Date : 5/15/2014
Page No : 7

Image 1

Montello Street (Route 28)
School Street
Google earth
1995
Imagery Date: 8/24/2013 42°04'56.50" N 71°01'01.16" W elev 103 ft eye alt 1081 ft

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton
Street: Montello Street (Route 28)
Location: @ School Street
Weather: Cloudy **Board #:** DB-400 (6) **Staff:** AV **Date:** 5/15/2014



Interval		1	2	3	4	5	6	7	8
4:00 PM - 4:15 PM	Bikes								
4:15 PM - 4:30 PM	Bikes								
4:30 PM - 4:45 PM	Bikes								
4:45 PM - 5:00 PM	Bikes								
5:00 PM - 5:15 PM	Bikes								
5:15 PM - 5:30 PM	Bikes								
5:30 PM - 5:45 PM	Bikes								
5:45 PM - 6:00 PM	Bikes								
Total	**Bikes**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & School Street_AM
Site Code : 44
Start Date : 5/15/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					School Street Westbound					Montello Street (Route 28) Northbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	51	0	0	53	8	59	18	0	85	0	55	2	0	57	195
07:15 AM	1	88	0	2	91	6	56	13	4	79	0	66	5	1	72	242
07:30 AM	0	78	0	5	83	17	103	24	5	149	0	79	2	1	82	314
07:45 AM	3	91	0	5	99	21	110	31	2	164	0	65	2	3	70	333
Total	6	308	0	12	326	52	328	86	11	477	0	265	11	5	281	1084
08:00 AM	4	84	0	3	91	12	84	21	5	122	0	65	9	0	74	287
08:15 AM	2	84	0	1	87	11	74	35	1	121	0	59	9	0	68	276
08:30 AM	2	70	0	3	75	12	91	27	0	130	0	57	14	2	73	278
08:45 AM	4	85	0	3	92	8	76	28	1	113	0	65	14	2	81	286
Total	12	323	0	10	345	43	325	111	7	486	0	246	46	4	296	1127
Grand Total	18	631	0	22	671	95	653	197	18	963	0	511	57	9	577	2211
Apprch %	2.7	94	0	3.3		9.9	67.8	20.5	1.9		0	88.6	9.9	1.6		
Total %	0.8	28.5	0	1	30.3	4.3	29.5	8.9	0.8	43.6	0	23.1	2.6	0.4	26.1	
Cars	18	594	0	0	612	89	626	190	0	905	0	474	55	0	529	2046
% Cars	100	94.1	0	0	91.2	93.7	95.9	96.4	0	94	0	92.8	96.5	0	91.7	92.5
Buses	0	15	0	15	30	0	15	5	9	29	0	5	0	3	8	67
% Buses	0	2.4	0	68.2	4.5	0	2.3	2.5	50	3	0	1	0	33.3	1.4	3
Trucks	0	22	0	7	29	6	12	2	9	29	0	32	2	6	40	98
% Trucks	0	3.5	0	31.8	4.3	6.3	1.8	1	50	3	0	6.3	3.5	66.7	6.9	4.4

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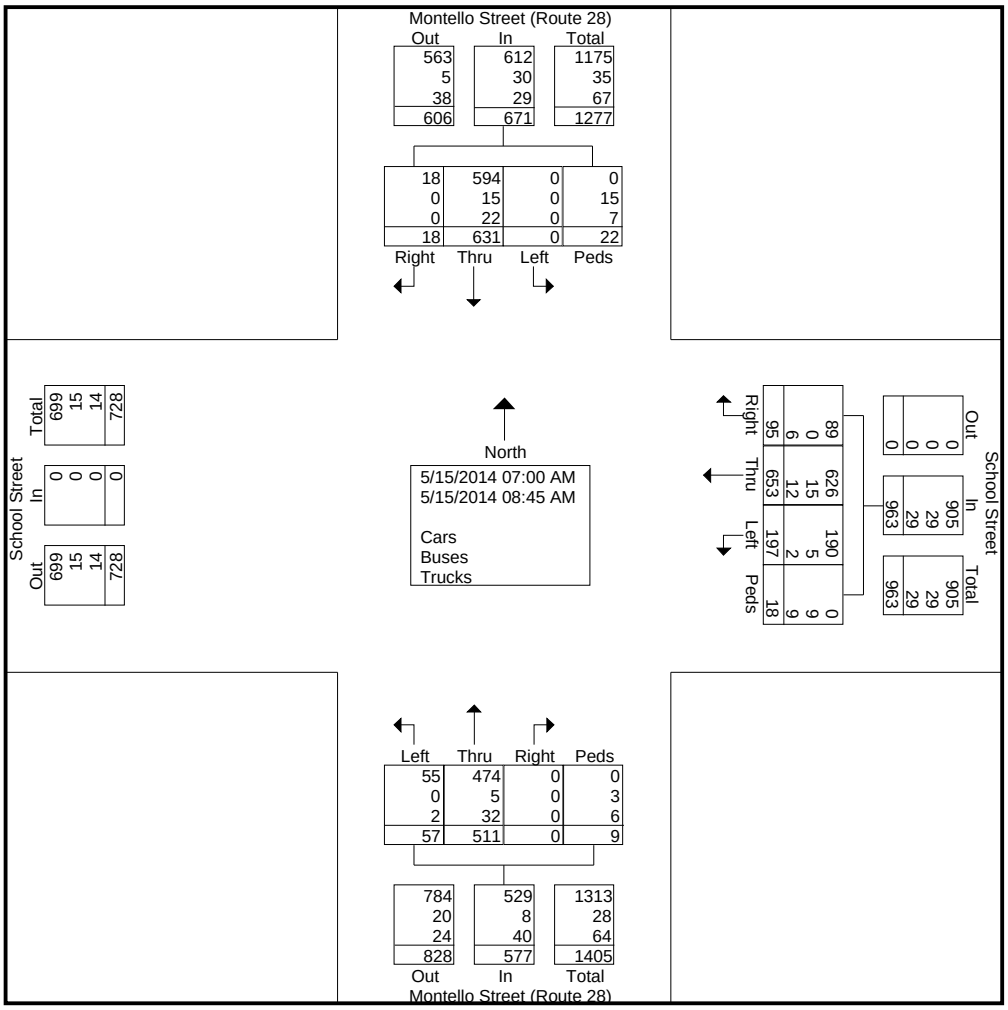
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / AV
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & School Street_AM
Site Code : 44
Start Date : 5/15/2014
Page No : 2



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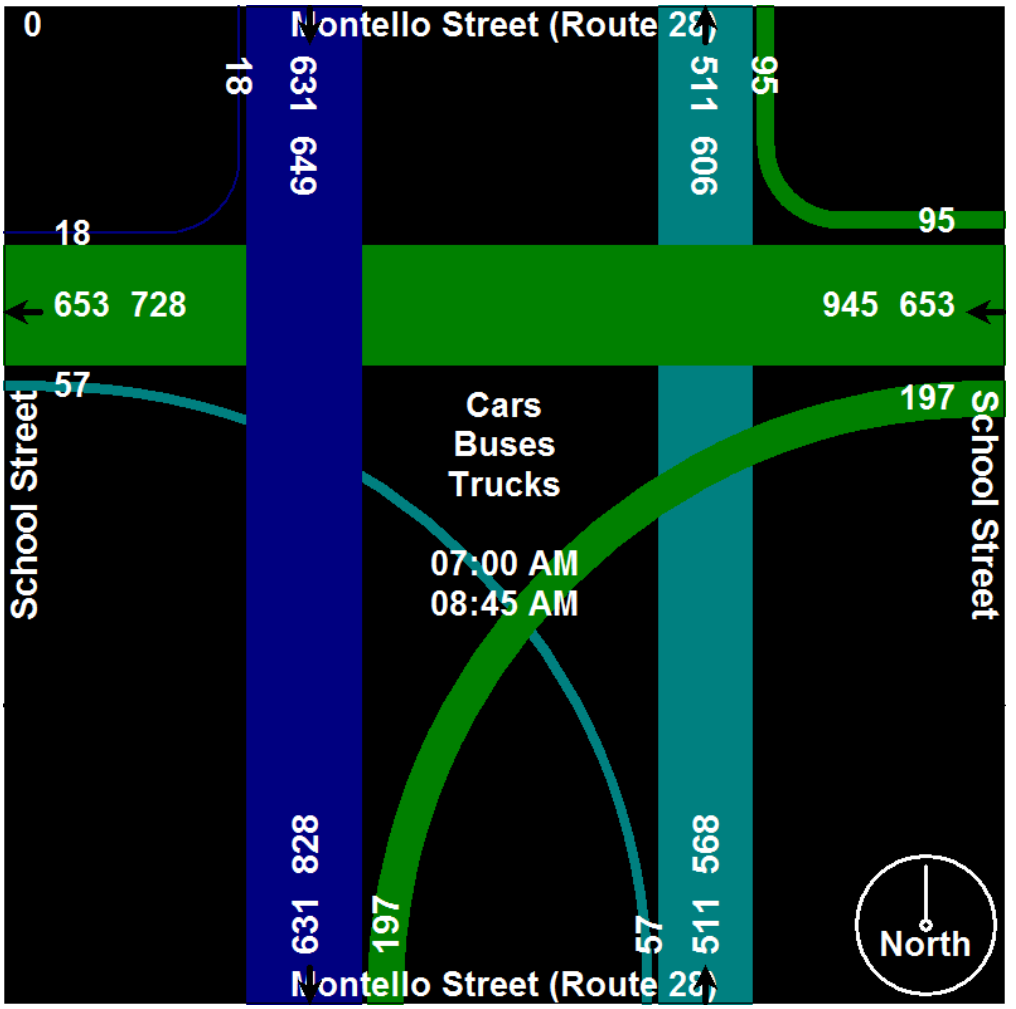

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File Name : Montello Street (Route 28) & School Street_AM
Site Code : 44
Start Date : 5/15/2014
Page No : 4

	Montello Street (Route 28) Southbound					School Street Westbound					Montello Street (Route 28) Northbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	78	0	**5**	83	17	103	24	**5**	149	0	**79**	2	1	**82**	314
07:45 AM	3	**91**	0	5	**99**	**21**	**110**	31	2	**164**	0	65	2	**3**	70	**333**
08:00 AM	**4**	84	0	3	91	12	84	21	5	122	0	65	**9**	0	74	287
08:15 AM	2	84	0	1	87	11	74	**35**	1	121	0	59	9	0	68	276
Total Volume	9	337	0	14	360	61	371	111	13	556	0	268	22	4	294	1210
% App. Total	2.5	93.6	0	3.9		11	66.7	20	2.3		0	91.2	7.5	1.4		
PHF	.563	.926	.000	.700	.909	.726	.843	.793	.650	.848	.000	.848	.611	.333	.896	.908
Cars	9	317	0	0	326	58	358	108	0	524	0	251	20	0	271	1121
% Cars	100	94.1	0	0	90.6	95.1	96.5	97.3	0	94.2	0	93.7	90.9	0	92.2	92.6
Buses	0	7	0	12	19	0	6	2	9	17	0	4	0	0	4	40
% Buses	0	2.1	0	85.7	5.3	0	1.6	1.8	69.2	3.1	0	1.5	0	0	1.4	3.3
Trucks	0	13	0	2	15	3	7	1	4	15	0	13	2	4	19	49
% Trucks	0	3.9	0	14.3	4.2	4.9	1.9	0.9	30.8	2.7	0	4.9	9.1	100	6.5	4.0

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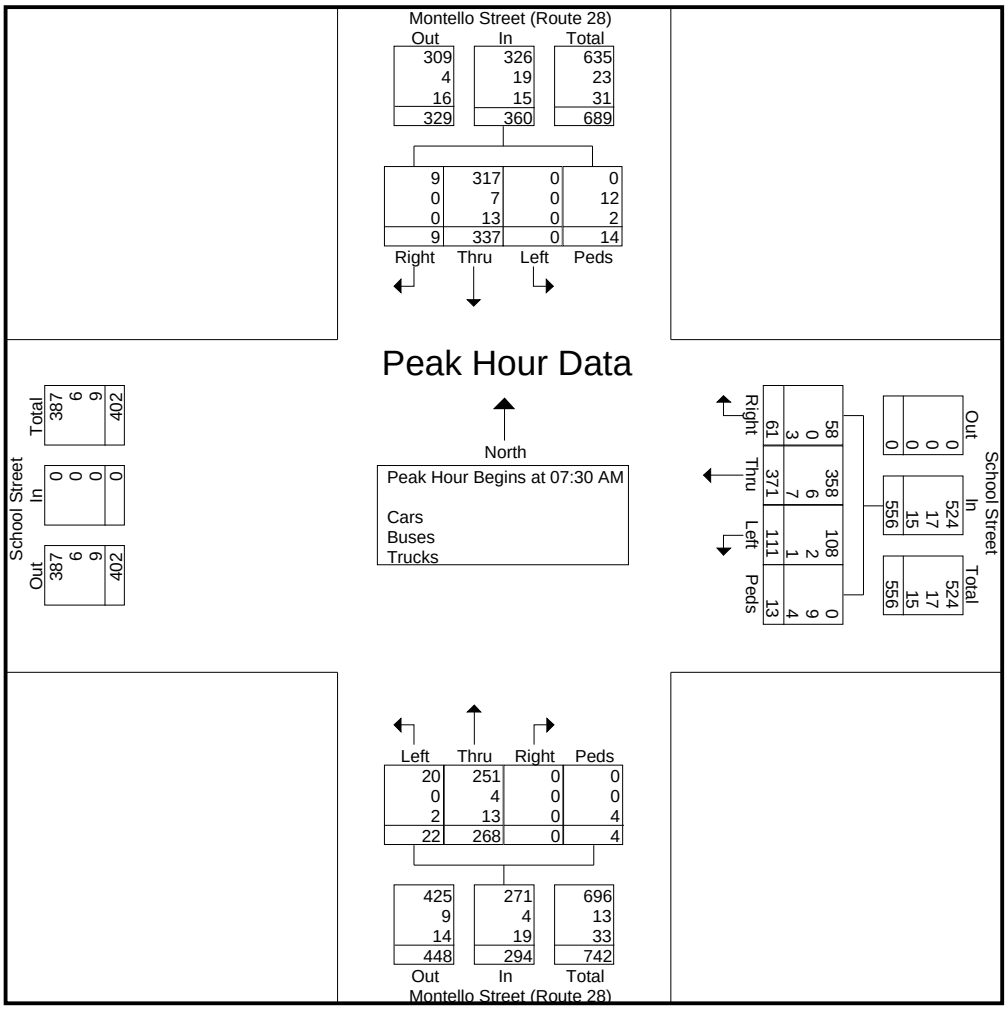

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Start Date : 5/15/2014
Page No : 6

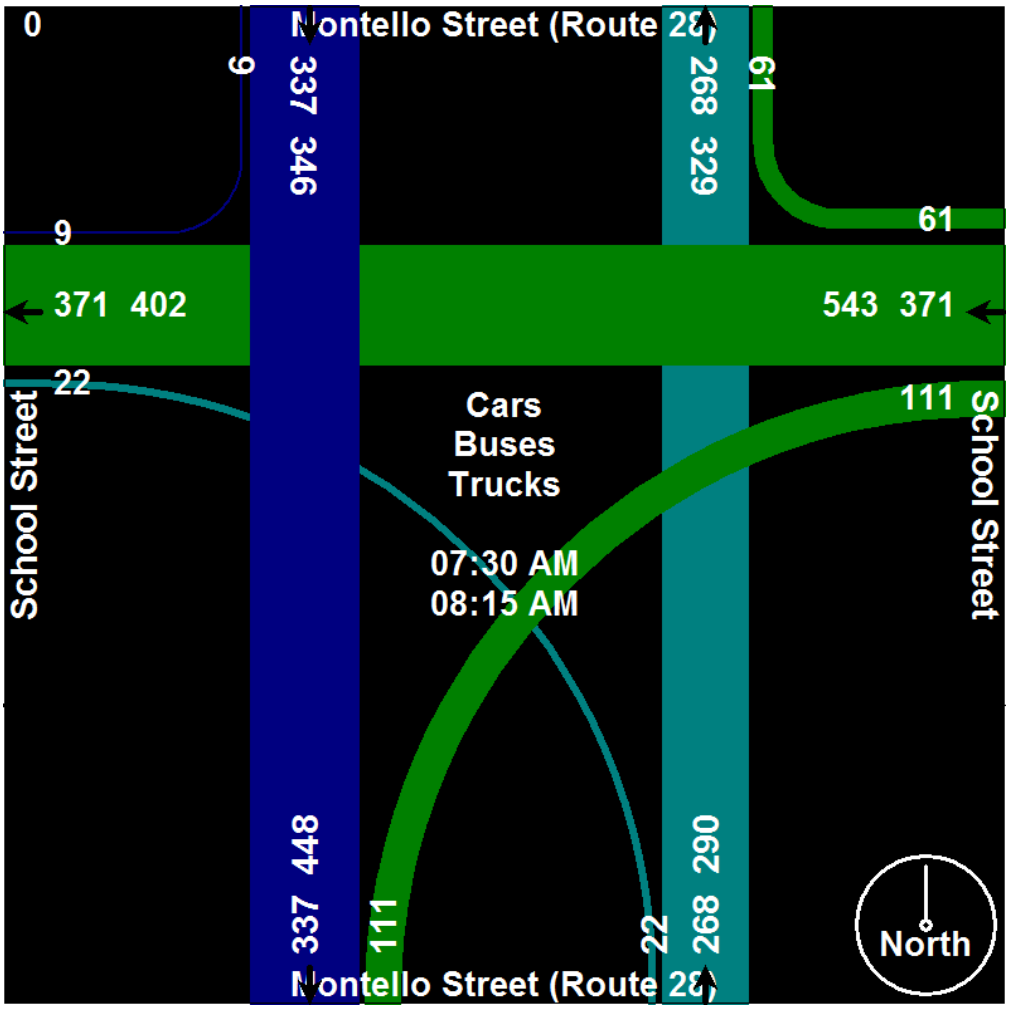

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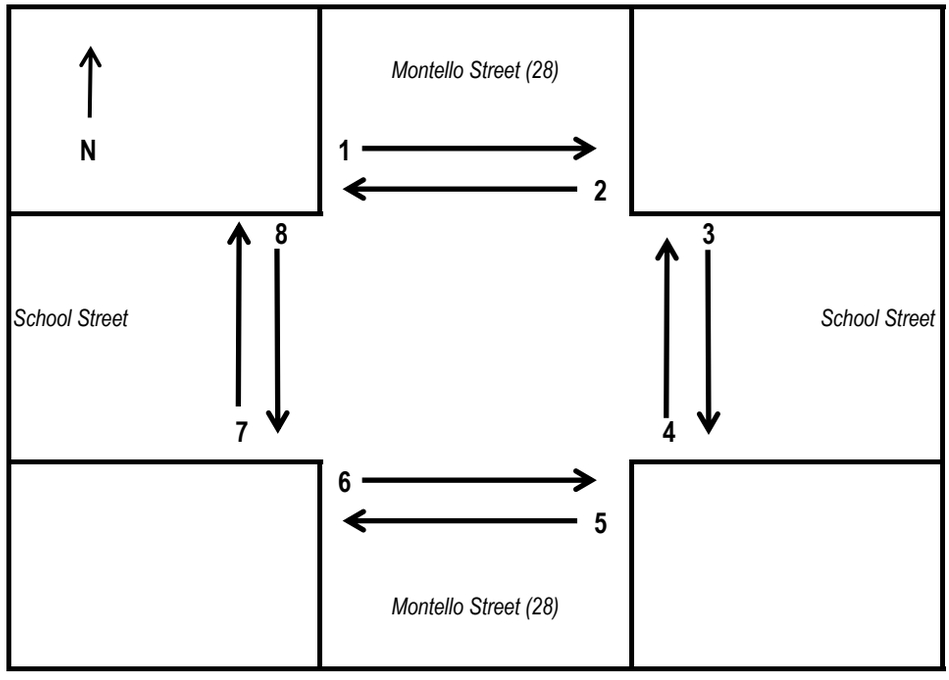
Image 1

Montello Street (Route 28)
School Street
Google earth
1995
Imagery Date: 8/24/2013 42°04'56.50" N 71°01'01.16" W elev 103 ft eye alt 1081 ft

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton
Street: Montello Street (Route 28)
Location: @ School Street
Weather: Clear **Board #:** DB-400 (6) **Staff:** AV **Date:** 5/15/2014



Interval		1	2	3	4	5	6	7	8
7:00 AM - 7:15 AM	Bikes								
7:15 AM - 7:30 AM	Bikes								
7:30 AM - 7:45 AM	Bikes								
7:45 AM - 8:00 AM	Bikes								
8:00 AM - 8:15 AM	Bikes								
8:15 AM - 8:30 AM	Bikes								
8:30 AM - 8:45 AM	Bikes								
8:45 AM - 9:00 AM	Bikes								
Total	**Bikes**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / PC
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Crescent Street (Route 27_123)_PM
Site Code : 44
Start Date : 6/10/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Crescent Street (Route 27/123) Westbound					Montello Street (Route 28) Northbound					Crescent Street (Route 27/123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	91	17	8	124	0	0	0	0	0	18	56	2	4	80	12	138	23	4	177	381
04:15 PM	13	96	23	1	133	0	0	0	2	2	19	51	5	2	77	13	127	20	7	167	379
04:30 PM	18	102	17	6	143	0	0	0	1	1	17	69	2	1	89	18	179	24	2	223	456
04:45 PM	9	83	15	2	109	0	0	0	2	2	18	48	0	7	73	10	151	21	0	182	366
Total	48	372	72	17	509	0	0	0	5	5	72	224	9	14	319	53	595	88	13	749	1582
05:00 PM	11	110	28	3	152	0	0	0	1	1	20	59	3	3	85	14	140	15	4	173	411
05:15 PM	13	110	26	0	149	0	0	0	0	0	11	71	2	1	85	13	160	17	4	194	428
05:30 PM	11	107	24	0	142	0	0	0	0	0	12	54	5	0	71	8	137	19	3	167	380
05:45 PM	13	115	30	1	159	0	0	0	1	1	11	62	1	1	75	8	154	13	3	178	413
Total	48	442	108	4	602	0	0	0	2	2	54	246	11	5	316	43	591	64	14	712	1632
Grand Total	96	814	180	21	1111	0	0	0	7	7	126	470	20	19	635	96	1186	152	27	1461	3214
Apprch %	8.6	73.3	16.2	1.9		0	0	0	100		19.8	74	3.1	3		6.6	81.2	10.4	1.8		
Total %	3	25.3	5.6	0.7	34.6	0	0	0	0.2	0.2	3.9	14.6	0.6	0.6	19.8	3	36.9	4.7	0.8	45.5	
Cars	92	794	180	0	1066	0	0	0	0	0	123	465	20	0	608	96	1171	150	0	1417	3091
% Cars	95.8	97.5	100	0	95.9	0	0	0	0	0	97.6	98.9	100	0	95.7	100	98.7	98.7	0	97	96.2
Buses	4	13	0	10	27	0	0	0	6	6	3	4	0	14	21	0	12	0	10	22	76
% Buses	4.2	1.6	0	47.6	2.4	0	0	0	85.7	85.7	2.4	0.9	0	73.7	3.3	0	1	0	37	1.5	2.4
Trucks	0	7	0	11	18	0	0	0	1	1	0	1	0	5	6	0	3	2	17	22	47
% Trucks	0	0.9	0	52.4	1.6	0	0	0	14.3	14.3	0	0.2	0	26.3	0.9	0	0.3	1.3	63	1.5	1.5

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Site Code : 44
Start Date : 6/10/2014
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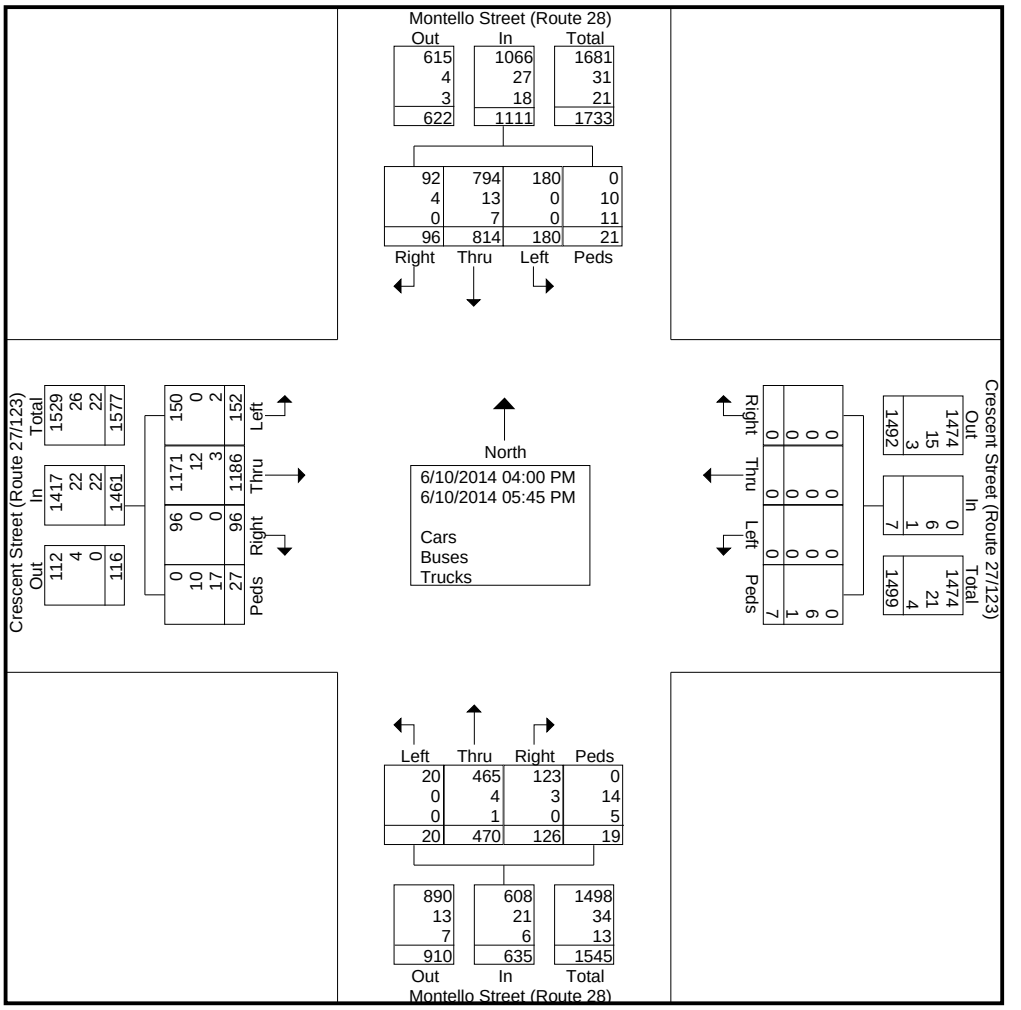

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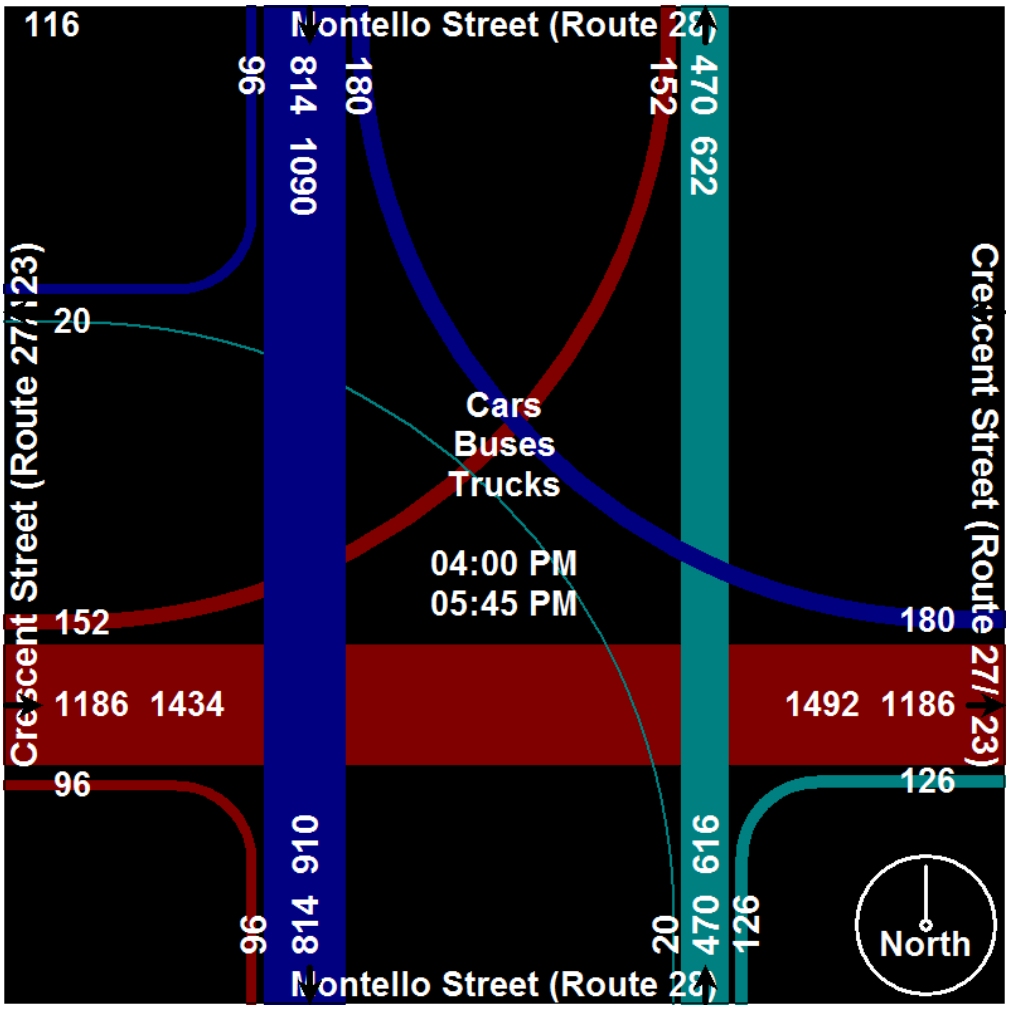

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Site Code : 44
Start Date : 6/10/2014

	Montello Street (Route 28) Southbound					Crescent Street (Route 27/123) Westbound					Montello Street (Route 28) Northbound					Crescent Street (Route 27/123) Eastbound					
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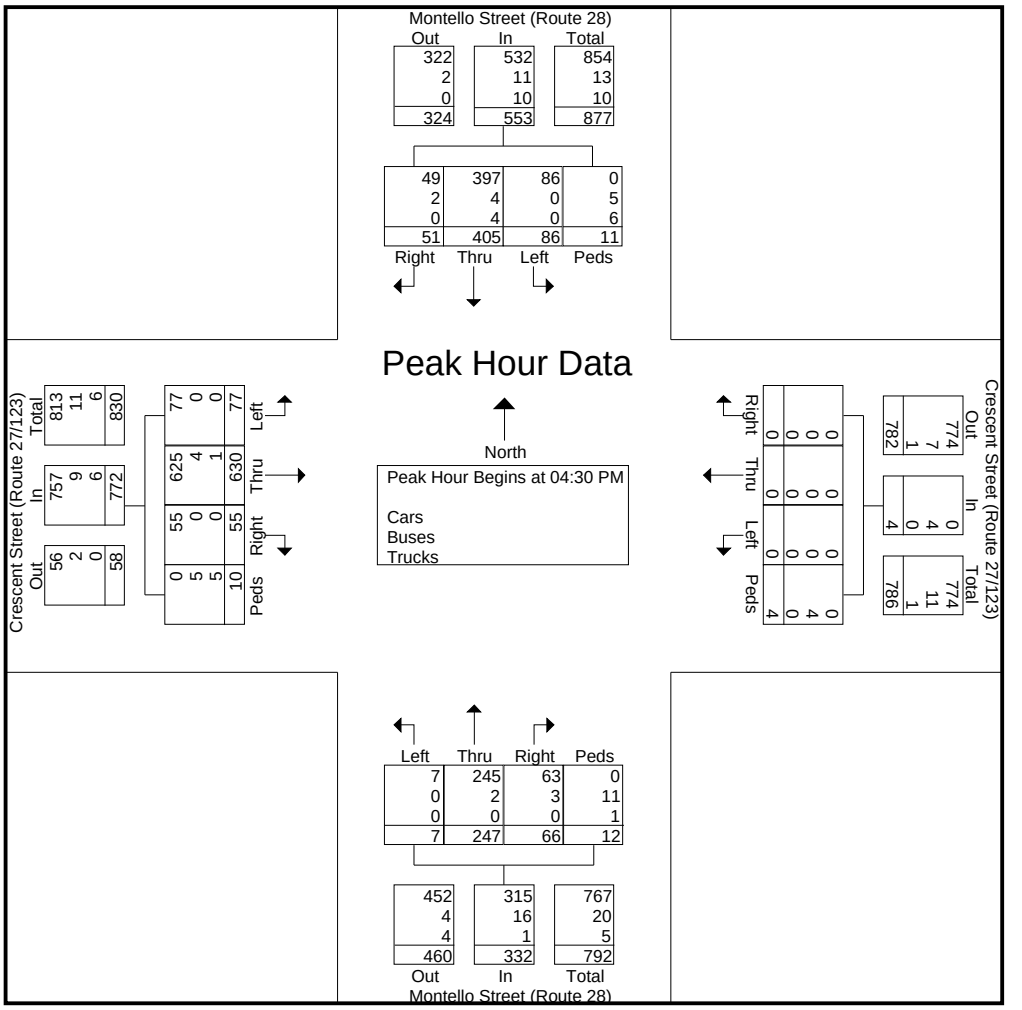
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**18**	102	17	**6**	143	0	0	0	1	1	17	69	2	1	**89**	**18**	**179**	**24**	2	**223**	**456**
04:45 PM	9	83	15	2	109	0	0	0	**2**	**2**	18	48	0	**7**	73	10	151	21	0	182	366
05:00 PM	11	**110**	**28**	3	**152**	0	0	0	1	1	**20**	59	**3**	3	85	14	140	15	**4**	173	411
05:15 PM	13	110	26	0	149	0	0	0	0	0	11	**71**	2	1	85	13	160	17	4	194	428
Total Volume	51	405	86	11	553	0	0	0	4	4	66	247	7	12	332	55	630	77	10	772	1661
% App. Total	9.2	73.2	15.6	2		0	0	0	100		19.9	74.4	2.1	3.6		7.1	81.6	10	1.3		
PHF	.708	.920	.768	.458	.910	.000	.000	.000	.500	.500	.825	.870	.583	.429	.933	.764	.880	.802	.625	.865	.911
Cars	49	397	86	0	532	0	0	0	0	0	63	245	7	0	315	55	625	77	0	757	1604
% Cars	96.1	98.0	100	0	96.2	0	0	0	0	0	95.5	99.2	100	0	94.9	100	99.2	100	0	98.1	96.6
Buses	2	4	0	5	11	0	0	0	4	4	3	2	0	11	16	0	4	0	5	9	40
% Buses	3.9	1.0	0	45.5	2.0	0	0	0	100	100	4.5	0.8	0	91.7	4.8	0	0.6	0	50.0	1.2	2.4
Trucks	0	4	0	6	10	0	0	0	0	0	0	0	0	1	1	0	1	0	5	6	17
% Trucks	0	1.0	0	54.5	1.8	0	0	0	0	0	0	0	0	8.3	0.3	0	0.2	0	50.0	0.8	1.0

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (4) / PC
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Crescent Street (Route 27_123)_PM
Site Code : 44
Start Date : 6/10/2014
Page No : 5



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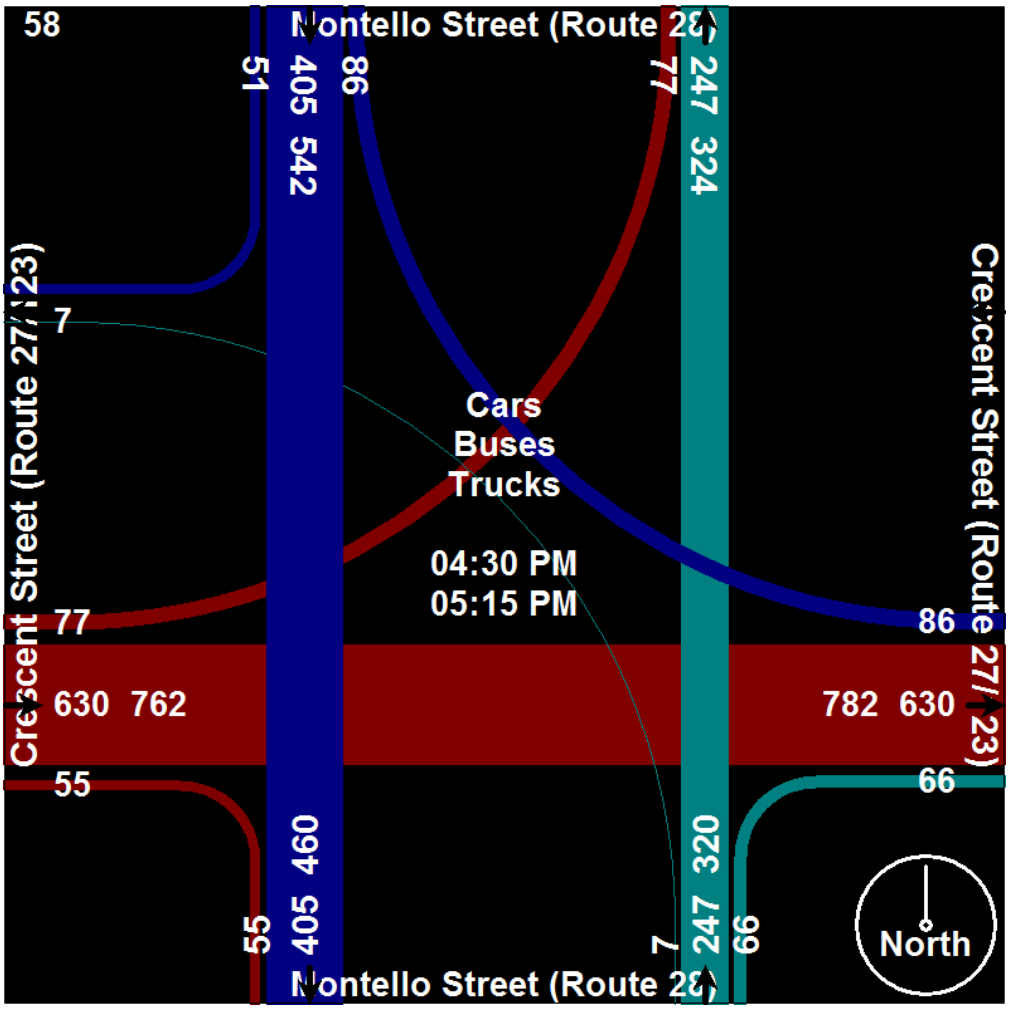
Page No : 6



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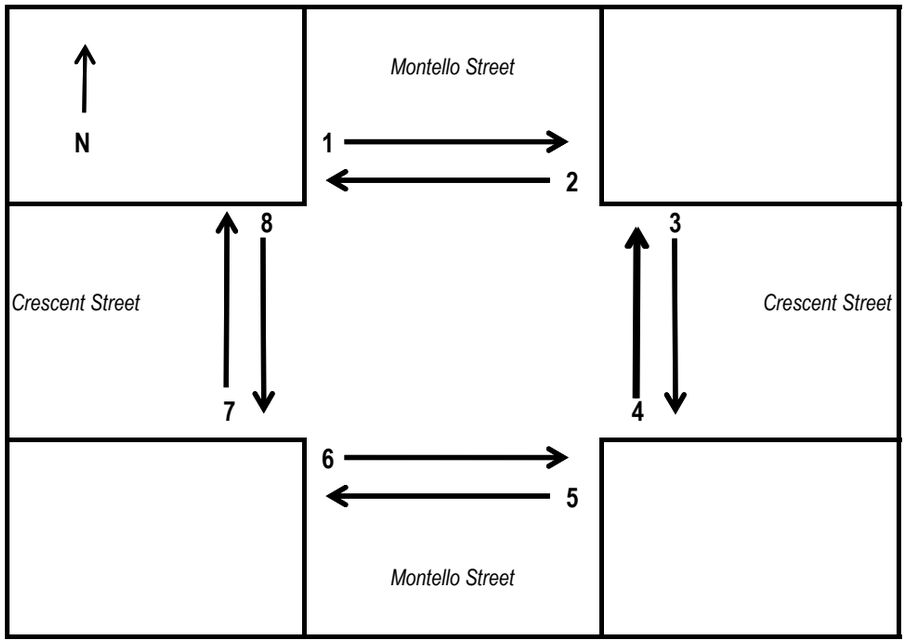
Site Code : 44
Start Date : 6/10/2014
Page No : 7

Image 1

Montello Street (Route 28)
Crescent Street (Route 27/123)
Google earth
1995
Imagery Date: 8/24/2013 42°04'52.91" N 71°01'01.09" W elev 101 ft eye alt 997 ft

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton
Street: Montello Street (Route 28)
Location: @ Crescent Street (Route 27 & 123)
Weather: Clear **Board #:** DB-400 (4) **Staff:** PC **Date:** 6/10/2014



Interval		1	2	3	4	5	6	7	8
4:00 PM - 4:15 PM	Bikes								
4:15 PM - 4:30 PM	Bikes								
4:30 PM - 4:45 PM	Bikes								
4:45 PM - 5:00 PM	Bikes								
5:00 PM - 5:15 PM	Bikes								
5:15 PM - 5:30 PM	Bikes								
5:30 PM - 5:45 PM	Bikes								
5:45 PM - 6:00 PM	Bikes								
Total	**Bikes**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Comments:

Old Colony Planning Council
70 School Street
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Community: Brockton
Weather: Clear
Board # & Staff: TDC-8 (2) / SB
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Crescent Street (Route 27_123)_AM
Site Code : 44
Start Date : 6/18/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Crescent Street (Route 27/123) Westbound					Montello Street (Route 28) Northbound					Crescent Street (Route 27/123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	18	54	17	1	90	0	0	0	3	3	6	52	1	1	60	0	86	16	2	104	257
07:15 AM	16	60	19	3	98	0	0	0	3	3	7	63	2	1	73	7	111	17	1	136	310
07:30 AM	21	70	11	2	104	0	0	0	2	2	17	58	3	5	83	2	123	24	0	149	338
07:45 AM	47	77	17	0	141	0	0	0	3	3	14	53	3	2	72	6	109	5	2	122	338
Total	102	261	64	6	433	0	0	0	11	11	44	226	9	9	288	15	429	62	5	511	1243
08:00 AM	48	73	15	1	137	0	0	0	3	3	17	66	12	1	96	6	92	20	0	118	354
08:15 AM	61	69	20	3	153	0	0	0	3	3	8	66	10	2	86	3	96	23	1	123	365
08:30 AM	45	72	24	1	142	0	0	0	4	4	16	42	4	1	63	8	93	23	1	125	334
08:45 AM	64	78	19	1	162	0	0	0	2	2	16	65	4	9	94	7	102	17	2	128	386
Total	218	292	78	6	594	0	0	0	12	12	57	239	30	13	339	24	383	83	4	494	1439
Grand Total	320	553	142	12	1027	0	0	0	23	23	101	465	39	22	627	39	812	145	9	1005	2682
Apprch %	31.2	53.8	13.8	1.2		0	0	0	100		16.1	74.2	6.2	3.5		3.9	80.8	14.4	0.9		
Total %	11.9	20.6	5.3	0.4	38.3	0	0	0	0.9	0.9	3.8	17.3	1.5	0.8	23.4	1.5	30.3	5.4	0.3	37.5	
Cars	302	506	128	0	936	0	0	0	0	0	89	421	36	0	546	31	746	129	0	906	2388
% Cars	94.4	91.5	90.1	0	91.1	0	0	0	0	0	88.1	90.5	92.3	0	87.1	79.5	91.9	89	0	90.1	89
Buses	12	23	5	9	49	0	0	0	11	11	8	17	2	8	35	6	32	3	5	46	141
% Buses	3.8	4.2	3.5	75	4.8	0	0	0	47.8	47.8	7.9	3.7	5.1	36.4	5.6	15.4	3.9	2.1	55.6	4.6	5.3
Trucks	6	24	9	3	42	0	0	0	12	12	4	27	1	14	46	2	34	13	4	53	153
% Trucks	1.9	4.3	6.3	25	4.1	0	0	0	52.2	52.2	4	5.8	2.6	63.6	7.3	5.1	4.2	9	44.4	5.3	5.7

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Weather: Clear
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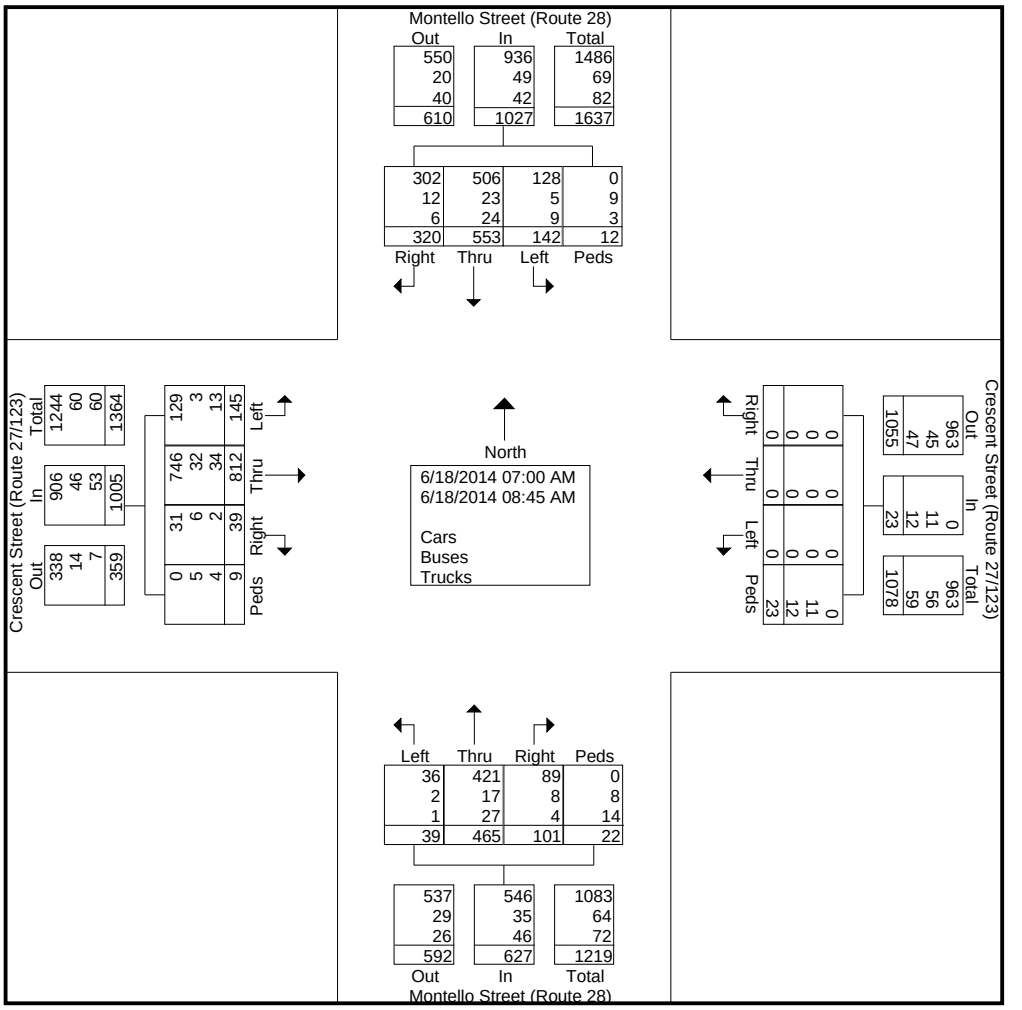
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Crescent Street (Route 27_123)_AM
Site Code : 44
Start Date : 6/18/2014
Page No : 2



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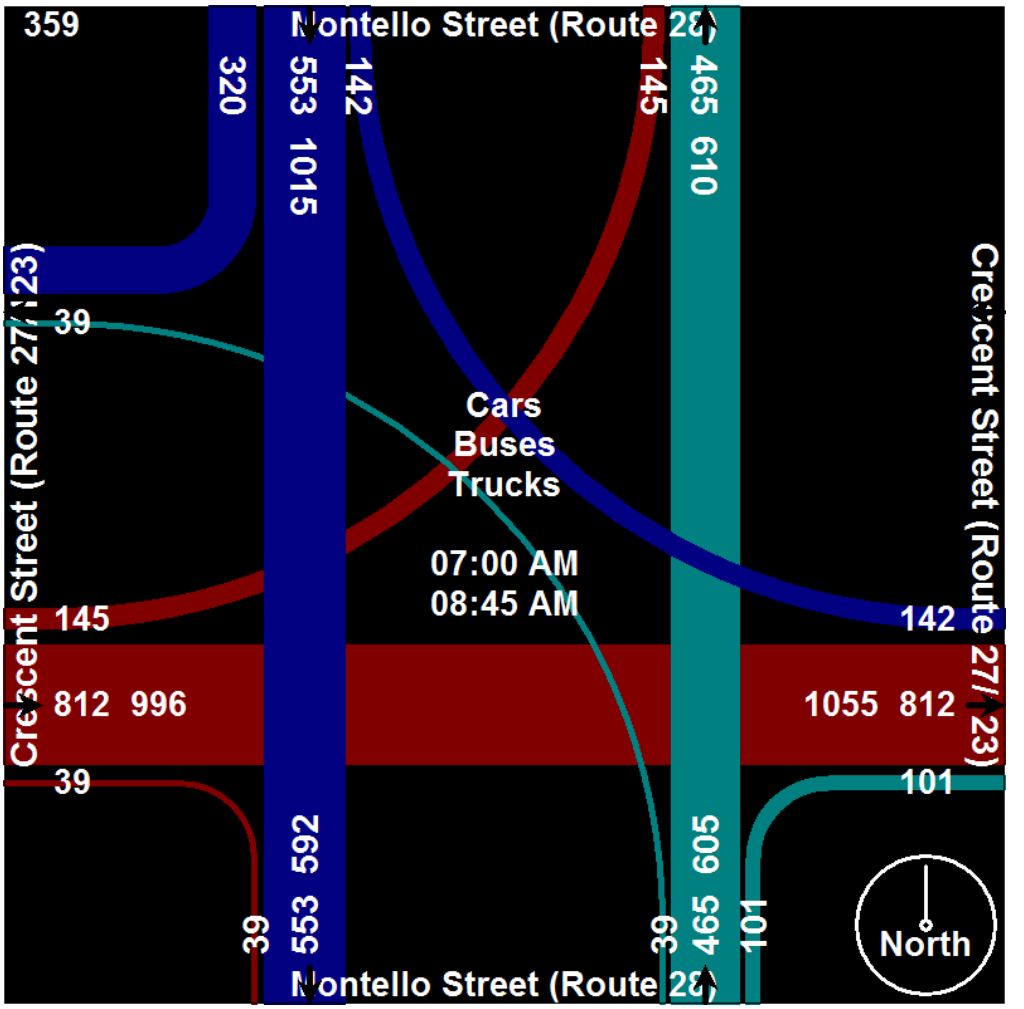

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File Name : Montello Street (Route 28) & Crescent Street (Route 27_123)_AM
Site Code : 44
Start Date : 6/18/2014
Page No : 4

	Montello Street (Route 28) Southbound					Crescent Street (Route 27/123) Westbound					Montello Street (Route 28) Northbound					Crescent Street (Route 27/123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	48	73	15	1	137	0	0	0	3	3	**17**	**66**	**12**	1	**96**	6	92	20	0	118	354
08:15 AM	61	69	20	**3**	153	0	0	0	3	3	8	66	10	2	86	3	96	**23**	1	123	365
08:30 AM	45	72	**24**	1	142	0	0	0	**4**	**4**	16	42	4	1	63	**8**	93	23	1	125	334
08:45 AM	**64**	**78**	19	1	**162**	0	0	0	2	2	16	65	4	**9**	94	7	**102**	17	**2**	**128**	**386**
Total Volume	218	292	78	6	594	0	0	0	12	12	57	239	30	13	339	24	383	83	4	494	1439
% App. Total	36.7	49.2	13.1	1		0	0	0	100		16.8	70.5	8.8	3.8		4.9	77.5	16.8	0.8		
PHF	.852	.936	.813	.500	.917	.000	.000	.000	.750	.750	.838	.905	.625	.361	.883	.750	.939	.902	.500	.965	.932
Cars	211	265	72	0	548	0	0	0	0	0	51	211	28	0	290	20	355	72	0	447	1285
% Cars	96.8	90.8	92.3	0	92.3	0	0	0	0	0	89.5	88.3	93.3	0	85.5	83.3	92.7	86.7	0	90.5	89.3
Buses	5	12	2	5	24	0	0	0	6	6	5	8	2	7	22	2	12	1	2	17	69
% Buses	2.3	4.1	2.6	83.3	4.0	0	0	0	50.0	50.0	8.8	3.3	6.7	53.8	6.5	8.3	3.1	1.2	50.0	3.4	4.8
Trucks	2	15	4	1	22	0	0	0	6	6	1	20	0	6	27	2	16	10	2	30	85
% Trucks	0.9	5.1	5.1	16.7	3.7	0	0	0	50.0	50.0	1.8	8.4	0	46.2	8.0	8.3	4.2	12.0	50.0	6.1	5.9

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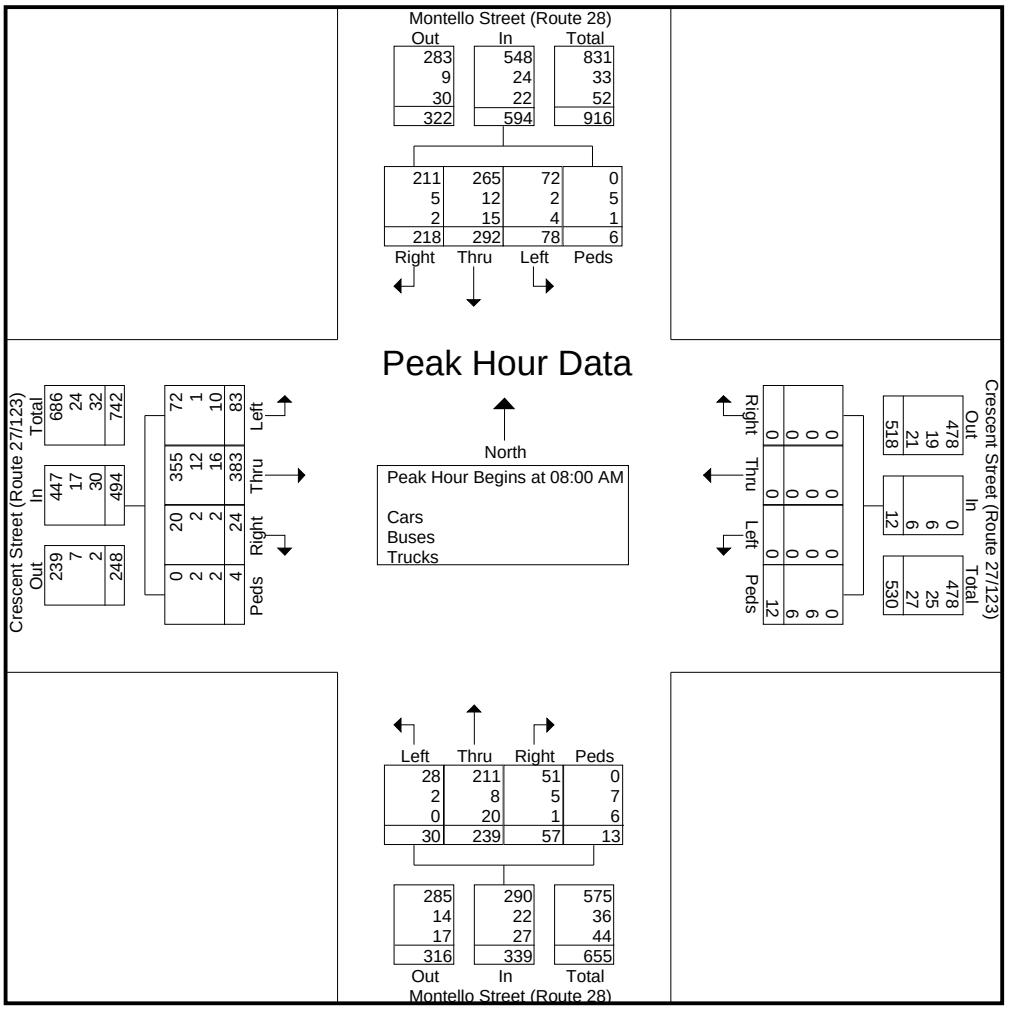
Site Code : 44
Start Date : 6/18/2014
Page No : 5



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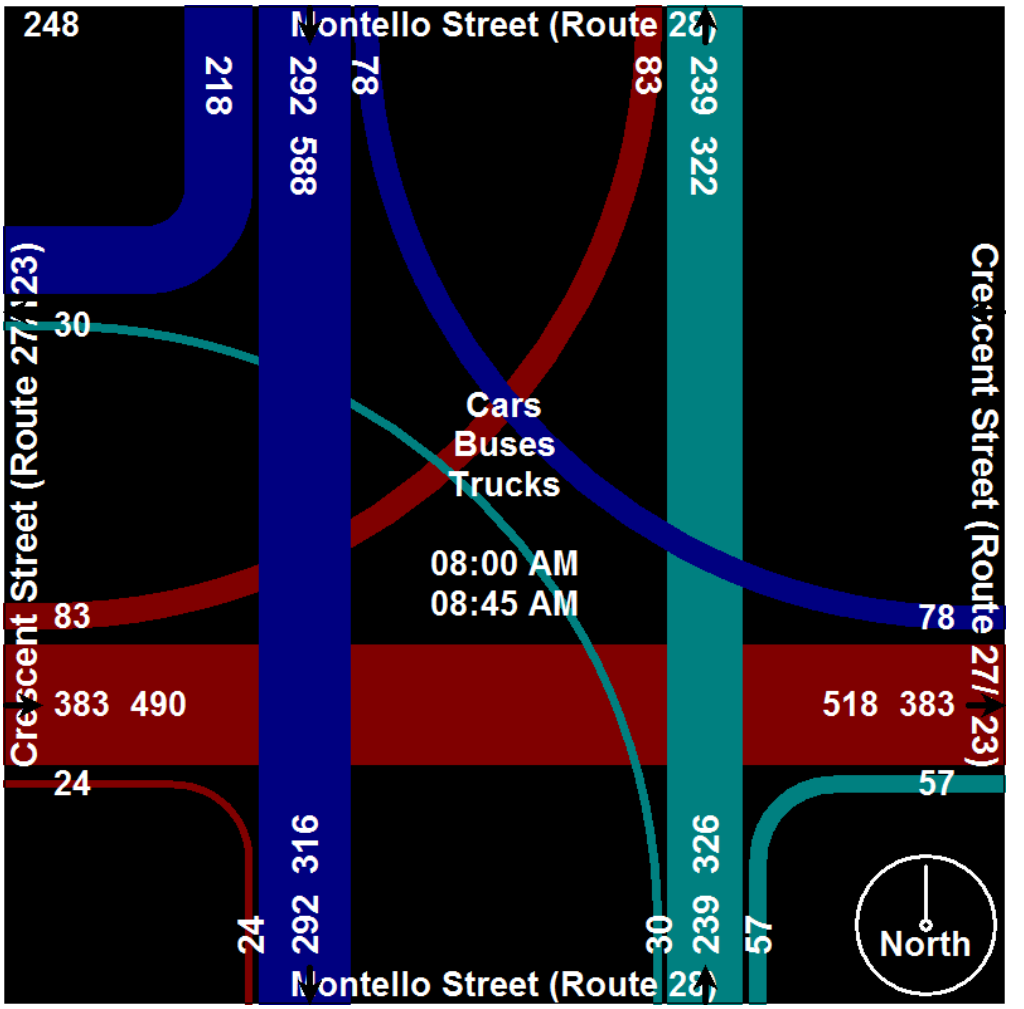

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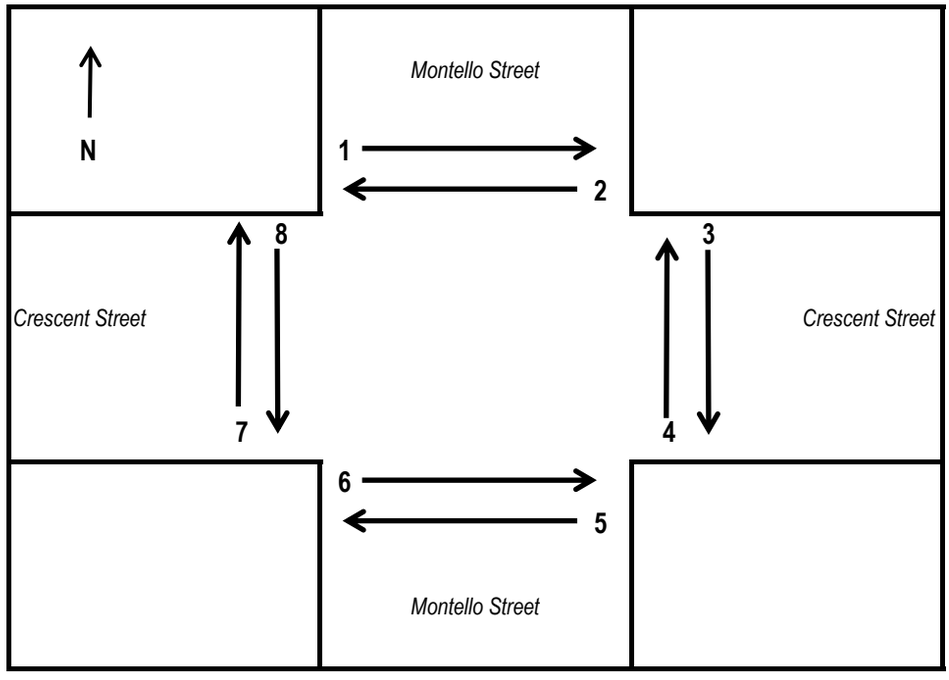
Page No : 7

Image 1

Montello Street (Route 28)
Crescent Street (Route 27/123)
Google earth
1995
Imagery Date: 8/24/2013 42°04'52.91" N 71°01'01.09" W elev 101 ft eye alt 997 ft

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton
Street: Montello Street (Route 28)
Location: @ Crescent Street (27 & 123)
Weather: Clear **Board #:** TDC-8 (2) **Staff:** SB **Date:** 6/18/2014



Interval		1	2	3	4	5	6	7	8
7:00 AM - 7:15 AM	Bikes								
7:15 AM - 7:30 AM	Bikes								
7:30 AM - 7:45 AM	Bikes								
7:45 AM - 8:00 AM	Bikes								
8:00 AM - 8:15 AM	Bikes								
8:15 AM - 8:30 AM	Bikes								
8:30 AM - 8:45 AM	Bikes								
8:45 AM - 9:00 AM	Bikes								
Total	**Bikes**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Comments:

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File Name : Montello Street (Route 28) & Court Street (Route 27)_PM
Site Code : 44
Start Date : 10/6/2015
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Court Street Westbound					Montello Street (Route 28) Northbound					Court Street (Route 27) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	75	65	0	144	77	102	7	0	186	8	81	9	0	98	12	94	12	0	118	546
04:15 PM	3	93	78	3	177	61	79	6	0	146	4	86	5	0	95	17	76	6	0	99	517
04:30 PM	2	119	81	0	202	63	59	15	3	140	6	100	11	0	117	11	79	9	0	99	558
04:45 PM	4	99	63	2	168	77	70	2	0	149	10	96	9	2	117	15	95	9	0	119	553
Total	13	386	287	5	691	278	310	30	3	621	28	363	34	2	427	55	344	36	0	435	2174
05:00 PM	1	78	89	1	169	80	73	4	0	157	4	86	6	0	96	23	76	13	0	112	534
05:15 PM	1	129	81	0	211	72	63	7	0	142	9	95	10	0	114	7	57	10	0	74	541
05:30 PM	1	101	54	2	158	56	84	5	0	145	6	83	7	1	97	11	84	5	0	100	500
05:45 PM	0	119	54	1	174	61	76	3	0	140	3	68	4	0	75	7	68	3	0	78	467
Total	3	427	278	4	712	269	296	19	0	584	22	332	27	1	382	48	285	31	0	364	2042
Grand Total	16	813	565	9	1403	547	606	49	3	1205	50	695	61	3	809	103	629	67	0	799	4216
Apprch %	1.1	57.9	40.3	0.6		45.4	50.3	4.1	0.2		6.2	85.9	7.5	0.4		12.9	78.7	8.4	0		
Total %	0.4	19.3	13.4	0.2	33.3	13	14.4	1.2	0.1	28.6	1.2	16.5	1.4	0.1	19.2	2.4	14.9	1.6	0	19	
Cars	15	797	545	0	1357	540	591	49	0	1180	50	682	57	0	789	102	621	66	0	789	4115
% Cars	93.8	98	96.5	0	96.7	98.7	97.5	100	0	97.9	100	98.1	93.4	0	97.5	99	98.7	98.5	0	98.7	97.6
Buses	1	3	16	9	29	4	10	0	3	17	0	2	0	3	5	1	4	0	0	5	56
% Buses	6.2	0.4	2.8	100	2.1	0.7	1.7	0	100	1.4	0	0.3	0	100	0.6	1	0.6	0	0	0.6	1.3
Trucks	0	13	4	0	17	3	5	0	0	8	0	11	4	0	15	0	4	1	0	5	45
% Trucks	0	1.6	0.7	0	1.2	0.5	0.8	0	0	0.7	0	1.6	6.6	0	1.9	0	0.6	1.5	0	0.6	1.1

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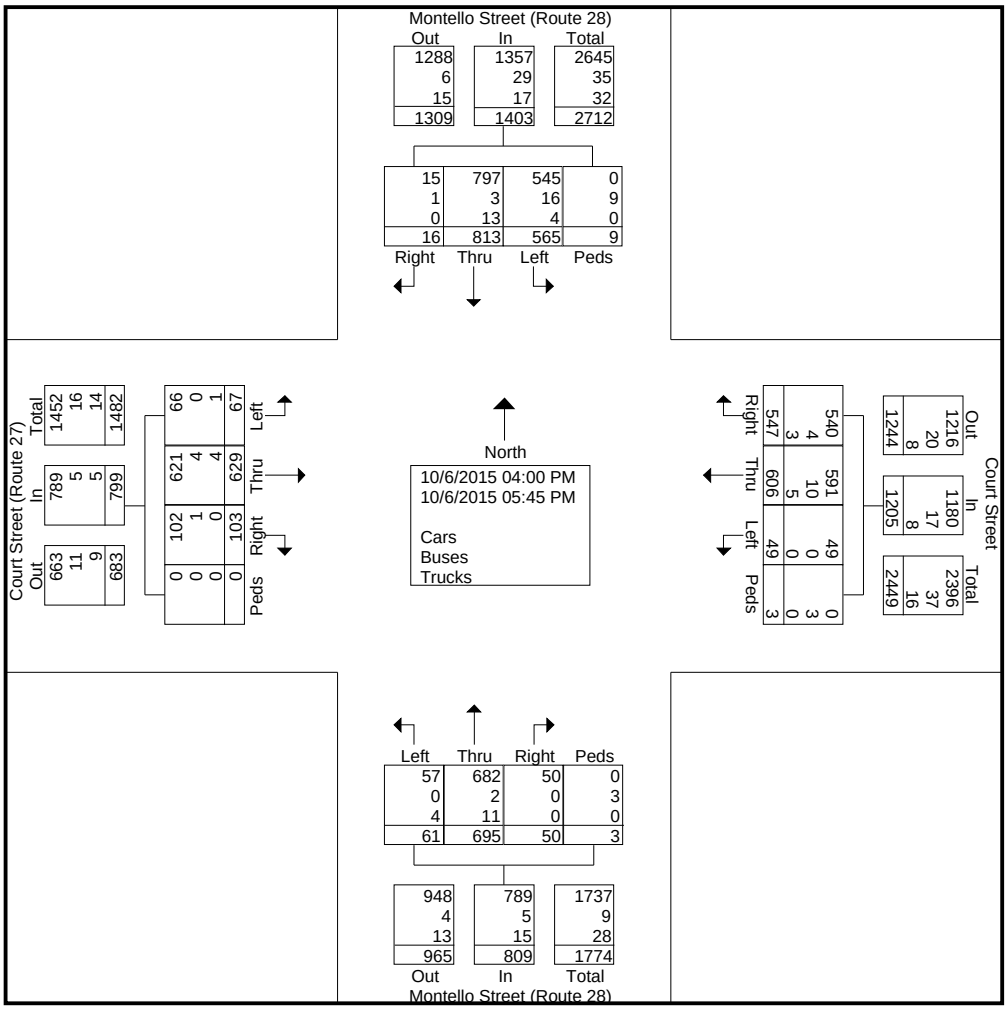
File Name : Montello Street (Route 28) & Court Street (Route 27)_PM
Site Code : 44
Start Date : 10/6/2015
Page No : 2



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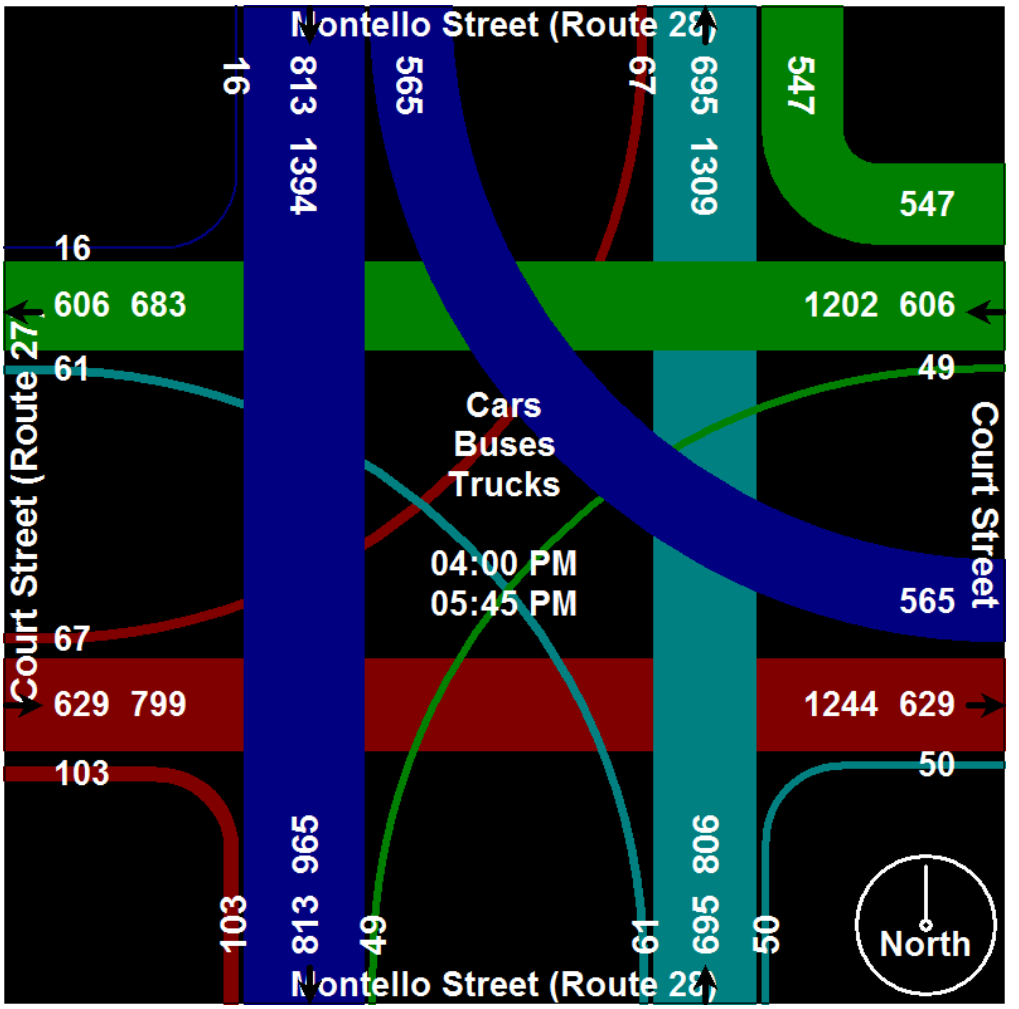

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File Name : Montello Street (Route 28) & Court Street (Route 27)_PM
Site Code : 44
Start Date : 10/6/2015
Page No : 4

	Montello Street (Route 28) Southbound					Court Street Westbound					Montello Street (Route 28) Northbound					Court Street (Route 27) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	119	81	0	202	63	59	**15**	**3**	140	6	**100**	**11**	0	**117**	11	79	9	0	99	**558**
04:45 PM	**4**	99	63	**2**	168	77	70	2	0	149	**10**	96	9	**2**	117	15	**95**	9	0	**119**	553
05:00 PM	1	78	**89**	1	169	**80**	**73**	4	0	**157**	4	86	6	0	96	**23**	76	**13**	0	112	534
05:15 PM	1	**129**	81	0	**211**	72	63	7	0	142	9	95	10	0	114	7	57	10	0	74	541
Total Volume	8	425	314	3	750	292	265	28	3	588	29	377	36	2	444	56	307	41	0	404	2186
% App. Total	1.1	56.7	41.9	0.4		49.7	45.1	4.8	0.5		6.5	84.9	8.1	0.5		13.9	76	10.1	0		
PHF	.500	.824	.882	.375	.889	.913	.908	.467	.250	.936	.725	.943	.818	.250	.949	.609	.808	.788	.000	.849	.979
Cars	8	420	304	0	732	287	258	28	0	573	29	370	35	0	434	55	303	40	0	398	2137
% Cars	100	98.8	96.8	0	97.6	98.3	97.4	100	0	97.4	100	98.1	97.2	0	97.7	98.2	98.7	97.6	0	98.5	97.8
Buses	0	2	8	3	13	3	4	0	3	10	0	2	0	2	4	1	1	0	0	2	29
% Buses	0	0.5	2.5	100	1.7	1.0	1.5	0	100	1.7	0	0.5	0	100	0.9	1.8	0.3	0	0	0.5	1.3
Trucks	0	3	2	0	5	2	3	0	0	5	0	5	1	0	6	0	3	1	0	4	20
% Trucks	0	0.7	0.6	0	0.7	0.7	1.1	0	0	0.9	0	1.3	2.8	0	1.4	0	1.0	2.4	0	1.0	0.9

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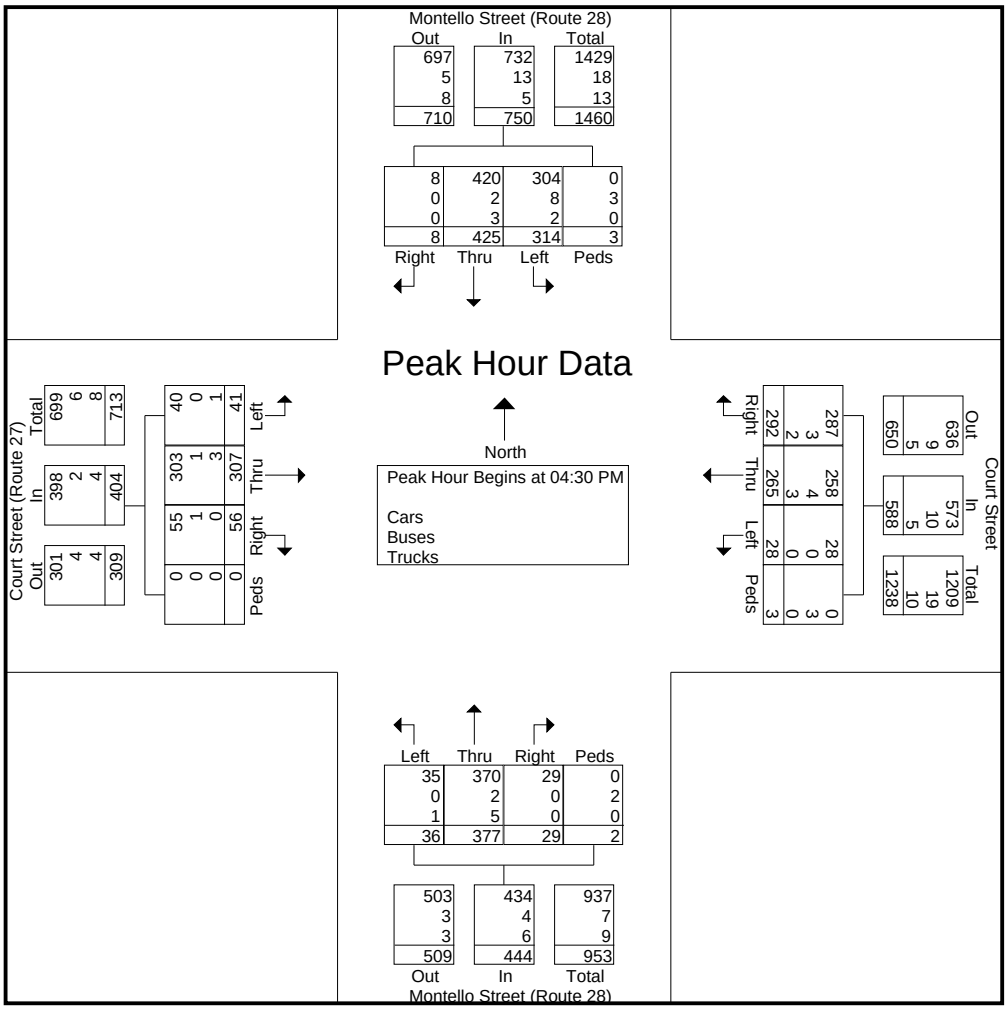
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Court Street (Route 27)_PM
Site Code : 44
Start Date : 10/6/2015
Page No : 5



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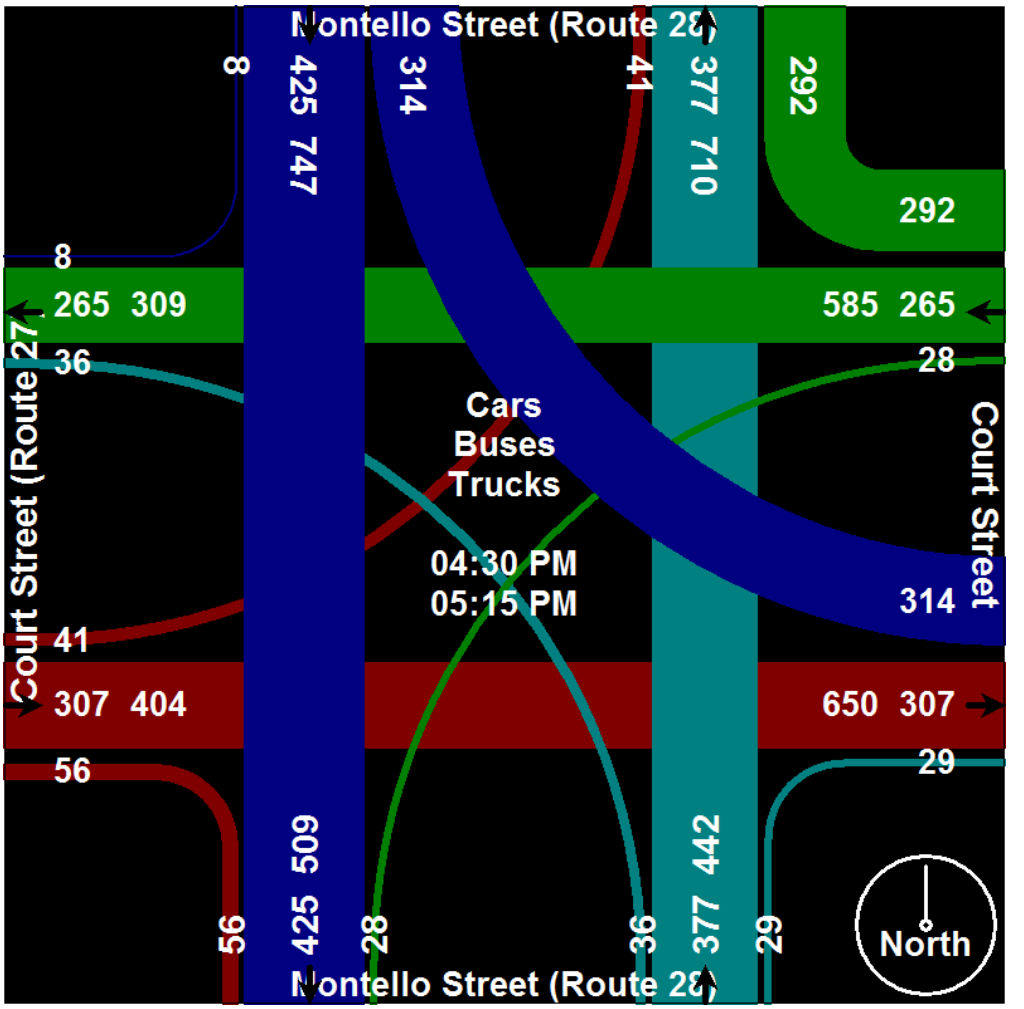

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File Name : Montello Street (Route 28) & Court Street (Route 27)_AM
Site Code : 44
Start Date : 10/28/2015
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Court Street (Route 27) Westbound					Montello Street (Route 28) Northbound					Court Street (Route 27) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	4	57	38	1	100	56	83	2	2	143	11	58	3	6	78	15	67	11	0	93	414
07:15 AM	4	65	41	0	110	79	77	7	13	176	11	70	3	3	87	9	93	4	0	106	479
07:30 AM	5	84	59	2	150	75	89	9	1	174	16	79	14	8	117	22	90	12	7	131	572
07:45 AM	2	108	69	1	180	84	115	5	2	206	5	81	8	2	96	17	78	4	4	103	585
Total	15	314	207	4	540	294	364	23	18	699	43	288	28	19	378	63	328	31	11	433	2050
08:00 AM	4	91	64	4	163	103	102	10	2	217	9	72	11	4	96	19	93	6	2	120	596
08:15 AM	5	69	52	1	127	81	88	7	3	179	1	77	9	0	87	26	80	4	0	110	503
08:30 AM	10	89	59	2	160	82	99	3	5	189	8	63	11	1	83	16	87	9	4	116	548
08:45 AM	3	81	54	1	139	72	84	2	3	161	6	46	9	2	63	33	71	4	3	111	474
Total	22	330	229	8	589	338	373	22	13	746	24	258	40	7	329	94	331	23	9	457	2121
Grand Total	37	644	436	12	1129	632	737	45	31	1445	67	546	68	26	707	157	659	54	20	890	4171
Apprch %	3.3	57	38.6	1.1		43.7	51	3.1	2.1		9.5	77.2	9.6	3.7		17.6	74	6.1	2.2		
Total %	0.9	15.4	10.5	0.3	27.1	15.2	17.7	1.1	0.7	34.6	1.6	13.1	1.6	0.6	17	3.8	15.8	1.3	0.5	21.3	
Cars	37	620	414	0	1071	625	711	45	0	1381	65	532	68	0	665	157	642	52	0	851	3968
% Cars	100	96.3	95	0	94.9	98.9	96.5	100	0	95.6	97	97.4	100	0	94.1	100	97.4	96.3	0	95.6	95.1
Buses	0	16	22	3	41	5	24	0	25	54	1	11	0	11	23	0	12	1	1	14	132
% Buses	0	2.5	5	25	3.6	0.8	3.3	0	80.6	3.7	1.5	2	0	42.3	3.3	0	1.8	1.9	5	1.6	3.2
Trucks	0	8	0	9	17	2	2	0	6	10	1	3	0	15	19	0	5	1	19	25	71
% Trucks	0	1.2	0	75	1.5	0.3	0.3	0	19.4	0.7	1.5	0.5	0	57.7	2.7	0	0.8	1.9	95	2.8	1.7

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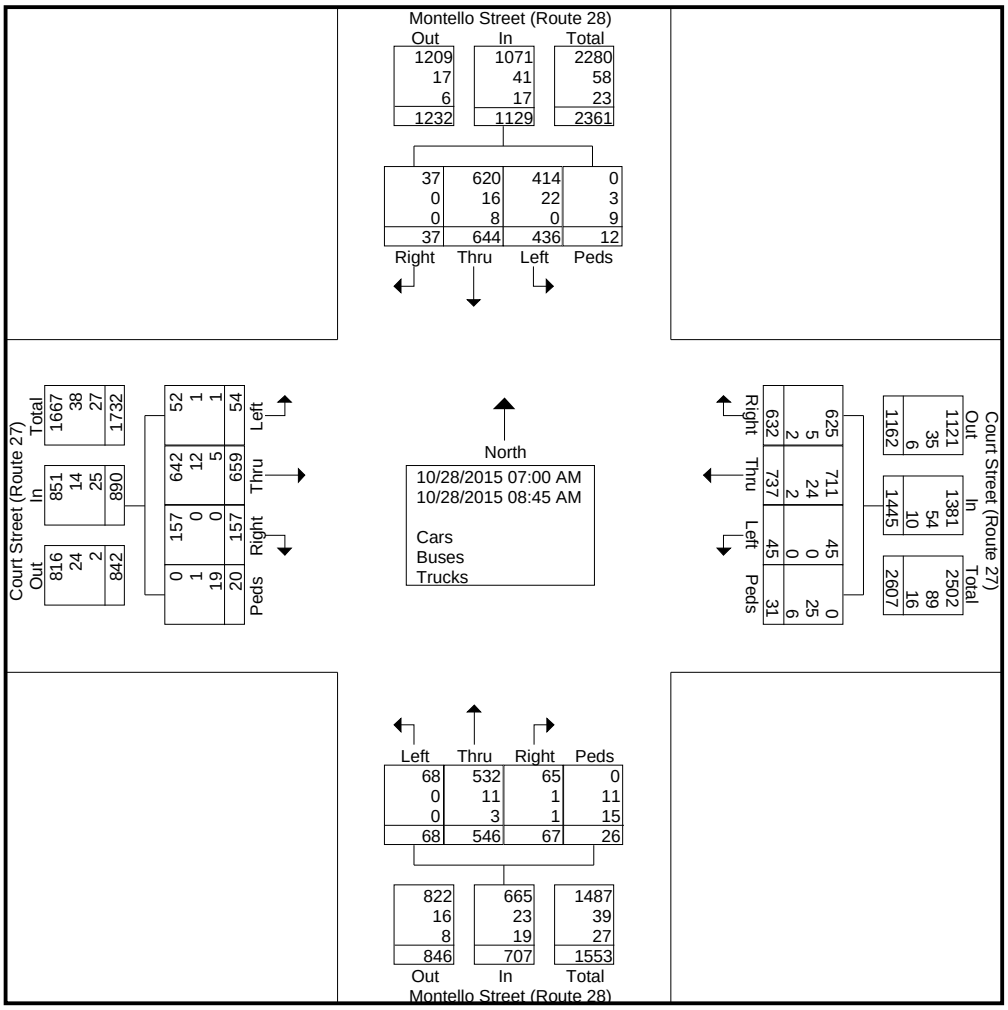

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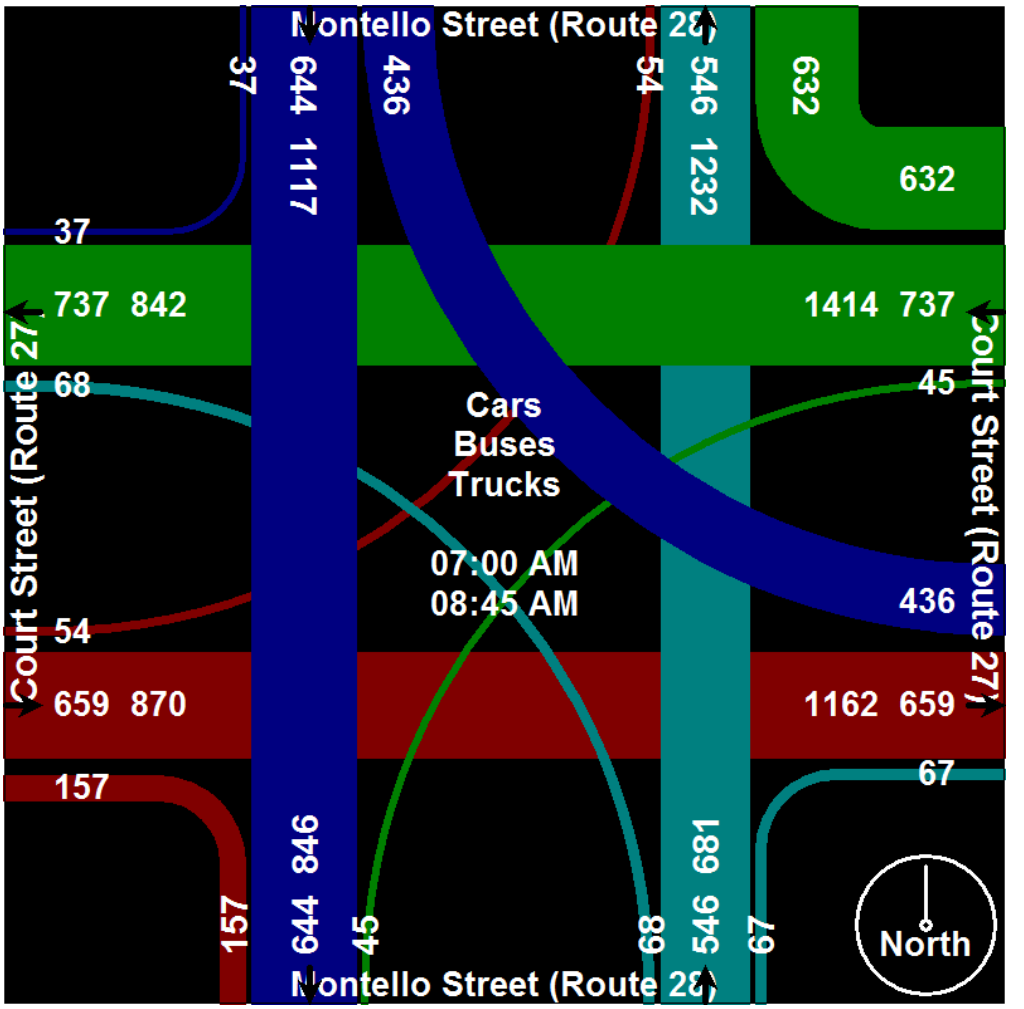

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File Name : Montello Street (Route 28) & Court Street (Route 27)_AM
Site Code : 44
Start Date : 10/28/2015
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	Montello Street (Route 28) Southbound					Court Street (Route 27) Westbound					Montello Street (Route 28) Northbound					Court Street (Route 27) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**5**	84	59	2	150	75	89	9	1	174	**16**	79	**14**	**8**	**117**	22	90	**12**	**7**	**131**	572
07:45 AM	2	**108**	**69**	1	**180**	84	**115**	5	2	206	5	**81**	8	2	96	17	78	4	4	103	585
08:00 AM	4	91	64	**4**	163	**103**	102	**10**	2	**217**	9	72	11	4	96	19	**93**	6	2	120	**596**
08:15 AM	5	69	52	1	127	81	88	7	**3**	179	1	77	9	0	87	**26**	80	4	0	110	503
Total Volume	16	352	244	8	620	343	394	31	8	776	31	309	42	14	396	84	341	26	13	464	2256
% App. Total	2.6	56.8	39.4	1.3		44.2	50.8	4	1		7.8	78	10.6	3.5		18.1	73.5	5.6	2.8		
PHF	.800	.815	.884	.500	.861	.833	.857	.775	.667	.894	.484	.954	.750	.438	.846	.808	.917	.542	.464	.885	.946
Cars	16	341	233	0	590	341	379	31	0	751	29	300	42	0	371	84	331	25	0	440	2152
% Cars	100	96.9	95.5	0	95.2	99.4	96.2	100	0	96.8	93.5	97.1	100	0	93.7	100	97.1	96.2	0	94.8	95.4
Buses	0	7	11	3	21	1	14	0	6	21	1	6	0	5	12	0	6	0	0	6	60
% Buses	0	2.0	4.5	37.5	3.4	0.3	3.6	0	75.0	2.7	3.2	1.9	0	35.7	3.0	0	1.8	0	0	1.3	2.7
Trucks	0	4	0	5	9	1	1	0	2	4	1	3	0	9	13	0	4	1	13	18	44
% Trucks	0	1.1	0	62.5	1.5	0.3	0.3	0	25.0	0.5	3.2	1.0	0	64.3	3.3	0	1.2	3.8	100	3.9	2.0

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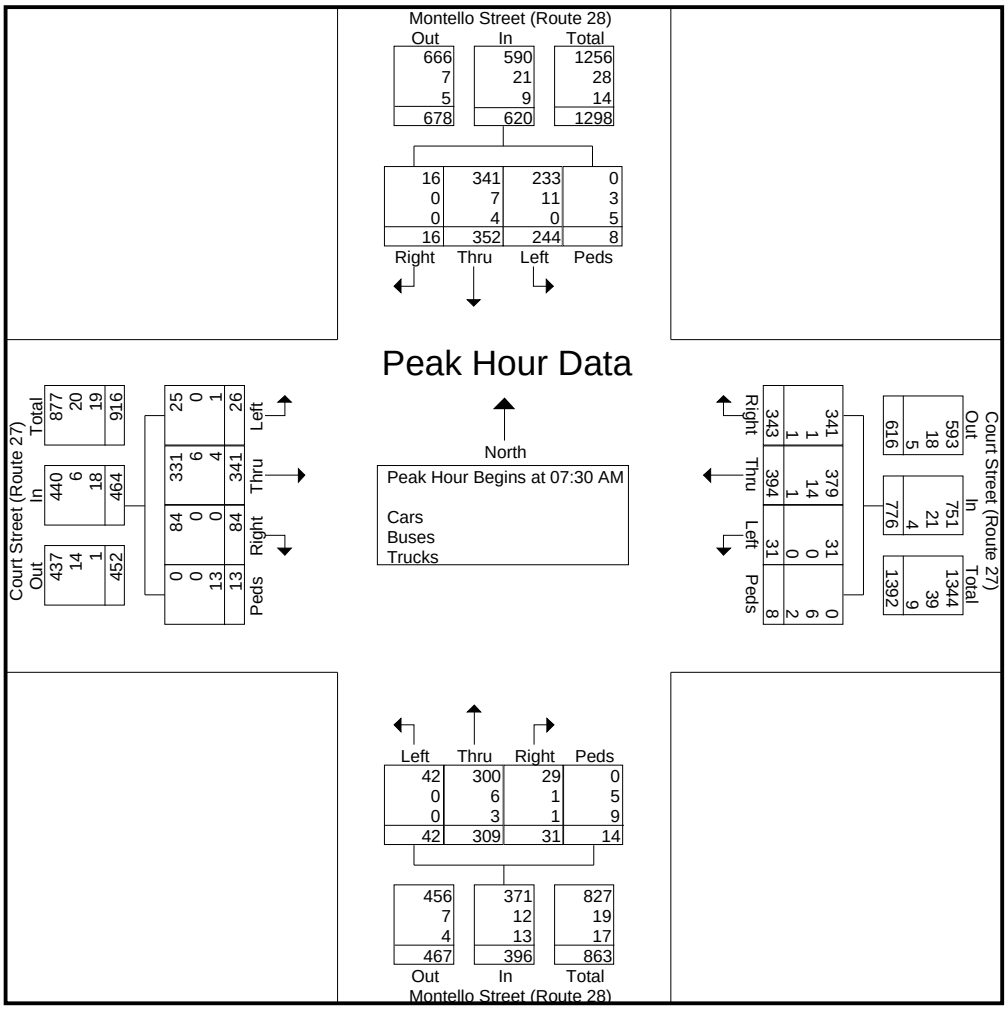

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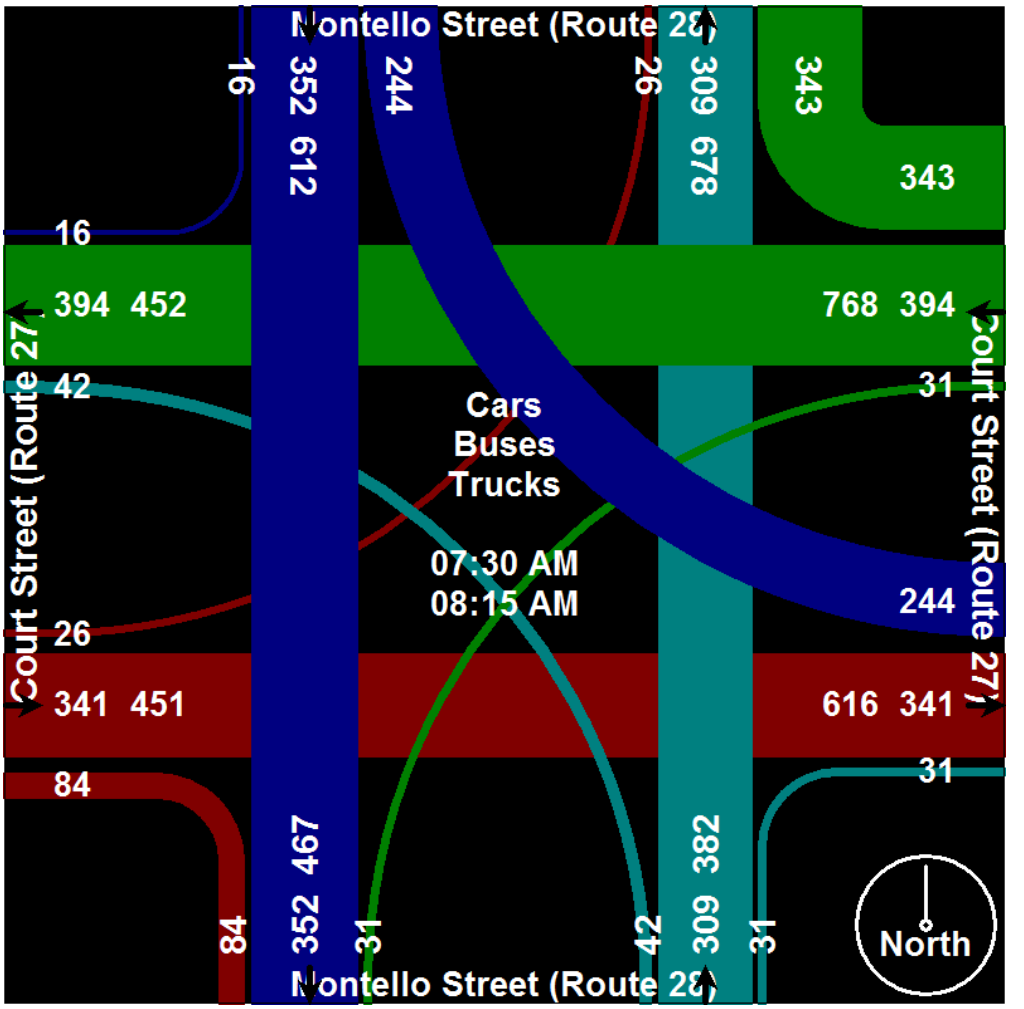

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File Name : Montello Street (Route 28) & Centre Street (Route 123)_PM
Site Code : 44
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Centre Street (Route 123) Westbound					Montello Street (Route 28) Northbound					Centre Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	15	100	16	3	134	4	70	14	7	95	17	80	1	16	114	7	79	9	3	98	441
04:15 PM	9	100	15	3	127	7	88	15	12	122	6	65	2	18	91	9	90	6	0	105	445
04:30 PM	14	113	13	0	140	3	59	19	8	89	8	91	3	15	117	9	72	14	0	95	441
04:45 PM	13	92	17	5	127	7	58	19	7	91	10	42	4	12	68	9	76	8	3	96	382
Total	51	405	61	11	528	21	275	67	34	397	41	278	10	61	390	34	317	37	6	394	1709
05:00 PM	11	102	15	4	132	6	75	16	11	108	11	71	5	12	99	10	65	4	3	82	421
05:15 PM	15	105	13	4	137	7	66	20	3	96	7	78	1	11	97	9	76	11	7	103	433
05:30 PM	11	121	11	0	143	3	66	22	7	98	8	67	3	7	85	12	51	9	3	75	401
05:45 PM	8	101	9	11	129	5	82	20	4	111	5	68	3	17	93	8	57	10	2	77	410
Total	45	429	48	19	541	21	289	78	25	413	31	284	12	47	374	39	249	34	15	337	1665
Grand Total	96	834	109	30	1069	42	564	145	59	810	72	562	22	108	764	73	566	71	21	731	3374
Apprch %	9	78	10.2	2.8		5.2	69.6	17.9	7.3		9.4	73.6	2.9	14.1		10	77.4	9.7	2.9		
Total %	2.8	24.7	3.2	0.9	31.7	1.2	16.7	4.3	1.7	24	2.1	16.7	0.7	3.2	22.6	2.2	16.8	2.1	0.6	21.7	
Cars	92	804	104	0	1000	37	535	133	0	705	70	543	22	0	635	73	529	68	0	670	3010
% Cars	95.8	96.4	95.4	0	93.5	88.1	94.9	91.7	0	87	97.2	96.6	100	0	83.1	100	93.5	95.8	0	91.7	89.2
Buses	2	9	2	17	30	2	17	12	28	59	1	8	0	46	55	0	32	0	10	42	186
% Buses	2.1	1.1	1.8	56.7	2.8	4.8	3	8.3	47.5	7.3	1.4	1.4	0	42.6	7.2	0	5.7	0	47.6	5.7	5.5
Trucks	2	21	3	13	39	3	12	0	31	46	1	11	0	62	74	0	5	3	11	19	178
% Trucks	2.1	2.5	2.8	43.3	3.6	7.1	2.1	0	52.5	5.7	1.4	2	0	57.4	9.7	0	0.9	4.2	52.4	2.6	5.3

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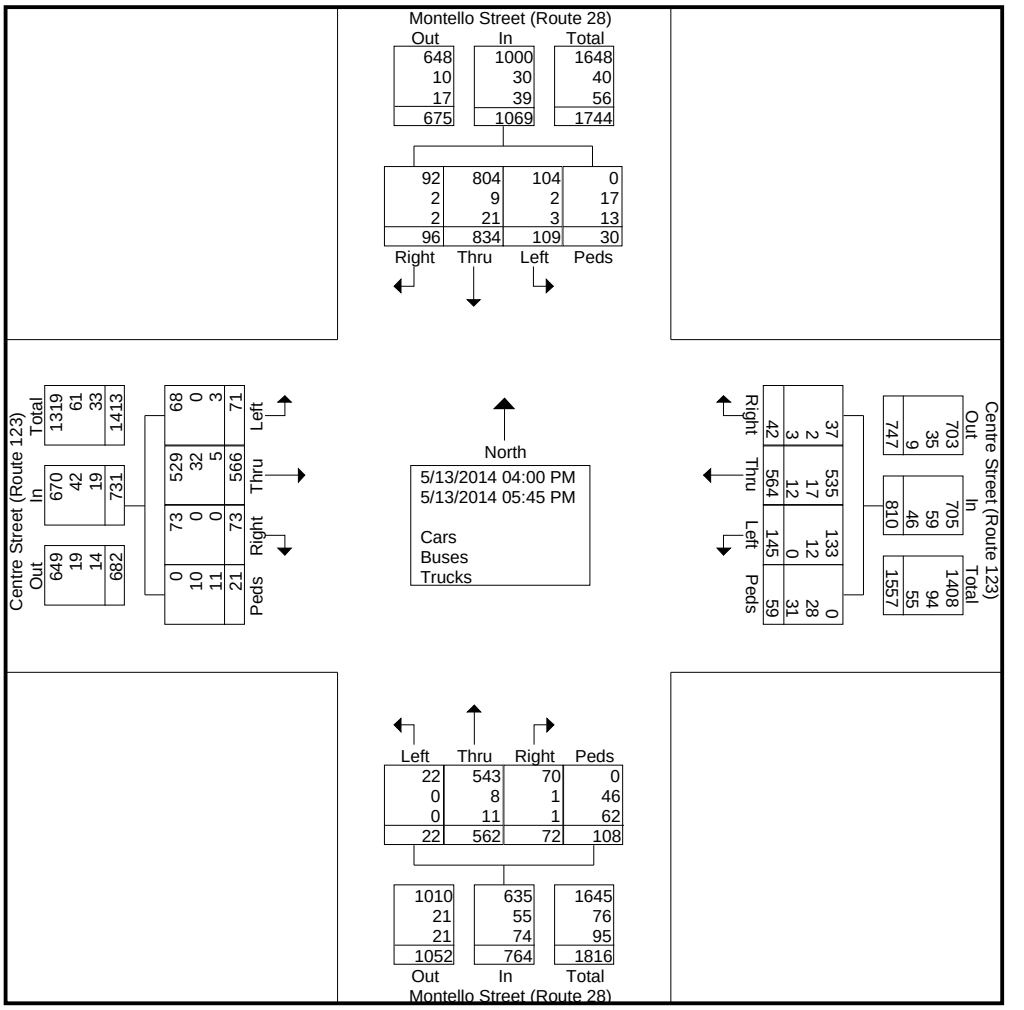
File Name : Montello Street (Route 28) & Centre Street (Route 123)_PM
Site Code : 44
Start Date : 5/13/2014



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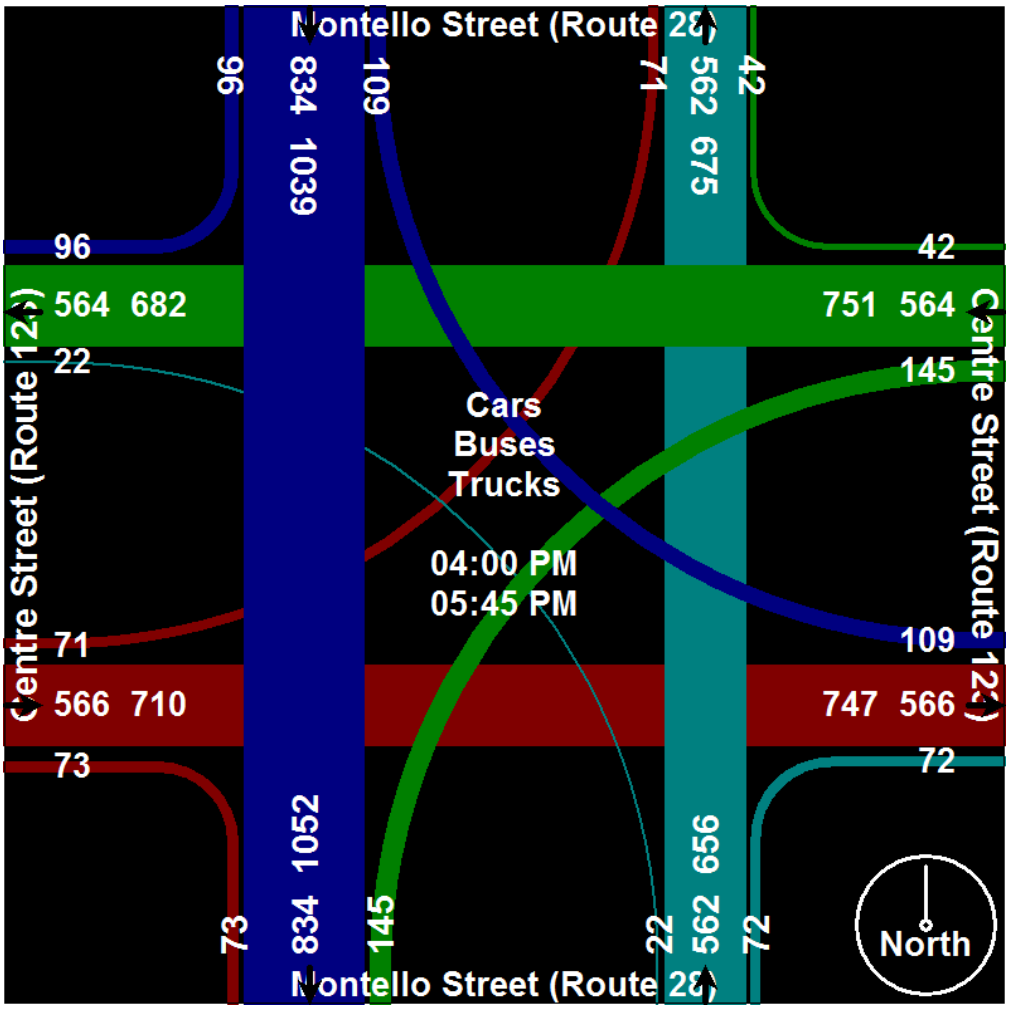

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	Montello Street (Route 28) Southbound					Centre Street (Route 123) Westbound					Montello Street (Route 28) Northbound					Centre Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**15**	100	16	3	134	4	70	14	7	95	**17**	80	1	16	114	7	79	9	**3**	98	441
04:15 PM	9	100	15	3	127	**7**	**88**	15	**12**	**122**	6	65	2	**18**	91	**9**	**90**	6	0	**105**	**445**
04:30 PM	14	**113**	13	0	**140**	3	59	**19**	8	89	8	**91**	3	15	**117**	9	72	**14**	0	95	441
04:45 PM	13	92	**17**	**5**	127	7	58	19	7	91	10	42	**4**	12	68	9	76	8	3	96	382
Total Volume	51	405	61	11	528	21	275	67	34	397	41	278	10	61	390	34	317	37	6	394	1709
% App. Total	9.7	76.7	11.6	2.1		5.3	69.3	16.9	8.6		10.5	71.3	2.6	15.6		8.6	80.5	9.4	1.5		
PHF	.850	.896	.897	.550	.943	.750	.781	.882	.708	.814	.603	.764	.625	.847	.833	.944	.881	.661	.500	.938	.960
Cars	49	388	60	0	497	18	255	59	0	332	40	269	10	0	319	34	297	34	0	365	1513
% Cars	96.1	95.8	98.4	0	94.1	85.7	92.7	88.1	0	83.6	97.6	96.8	100	0	81.8	100	93.7	91.9	0	92.6	88.5
Buses	1	5	0	6	12	1	11	8	20	40	0	5	0	25	30	0	16	0	3	19	101
% Buses	2.0	1.2	0	54.5	2.3	4.8	4.0	11.9	58.8	10.1	0	1.8	0	41.0	7.7	0	5.0	0	50.0	4.8	5.9
Trucks	1	12	1	5	19	2	9	0	14	25	1	4	0	36	41	0	4	3	3	10	95
% Trucks	2.0	3.0	1.6	45.5	3.6	9.5	3.3	0	41.2	6.3	2.4	1.4	0	59.0	10.5	0	1.3	8.1	50.0	2.5	5.6

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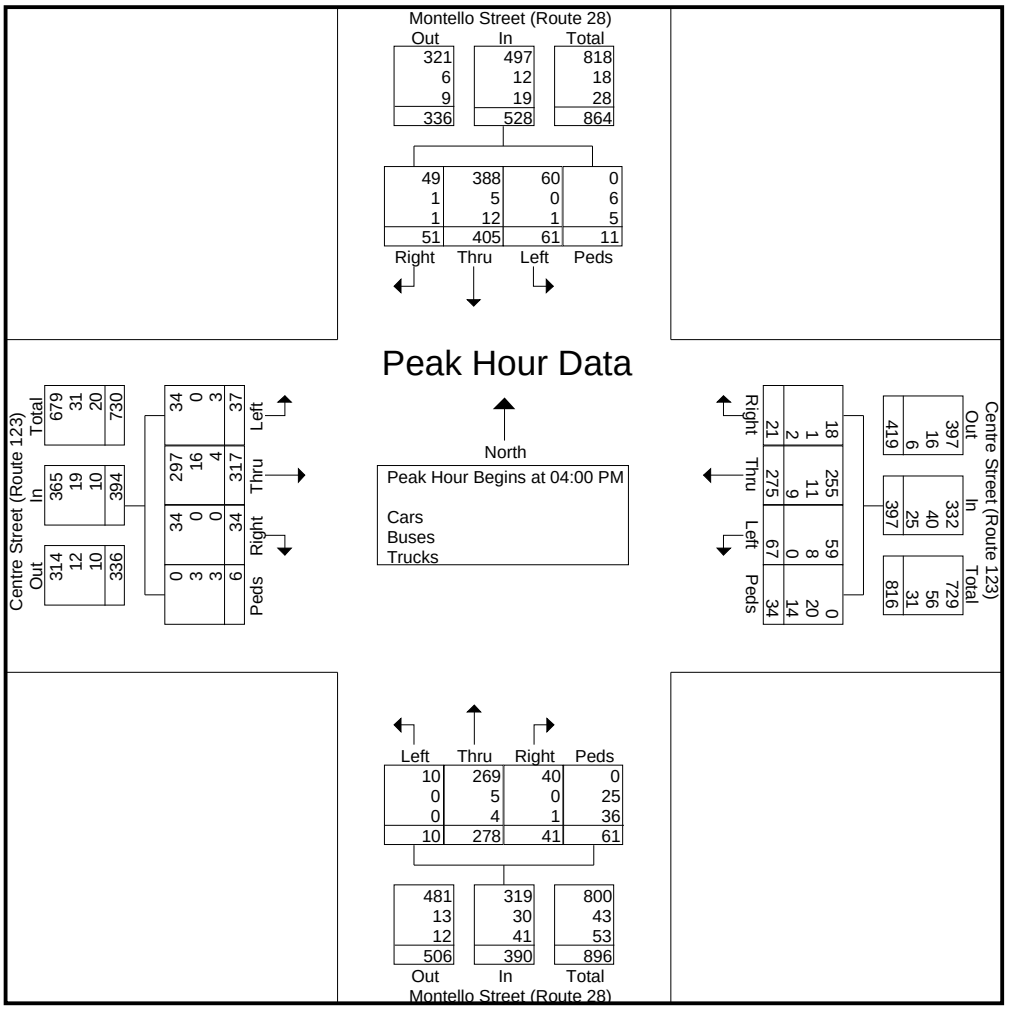

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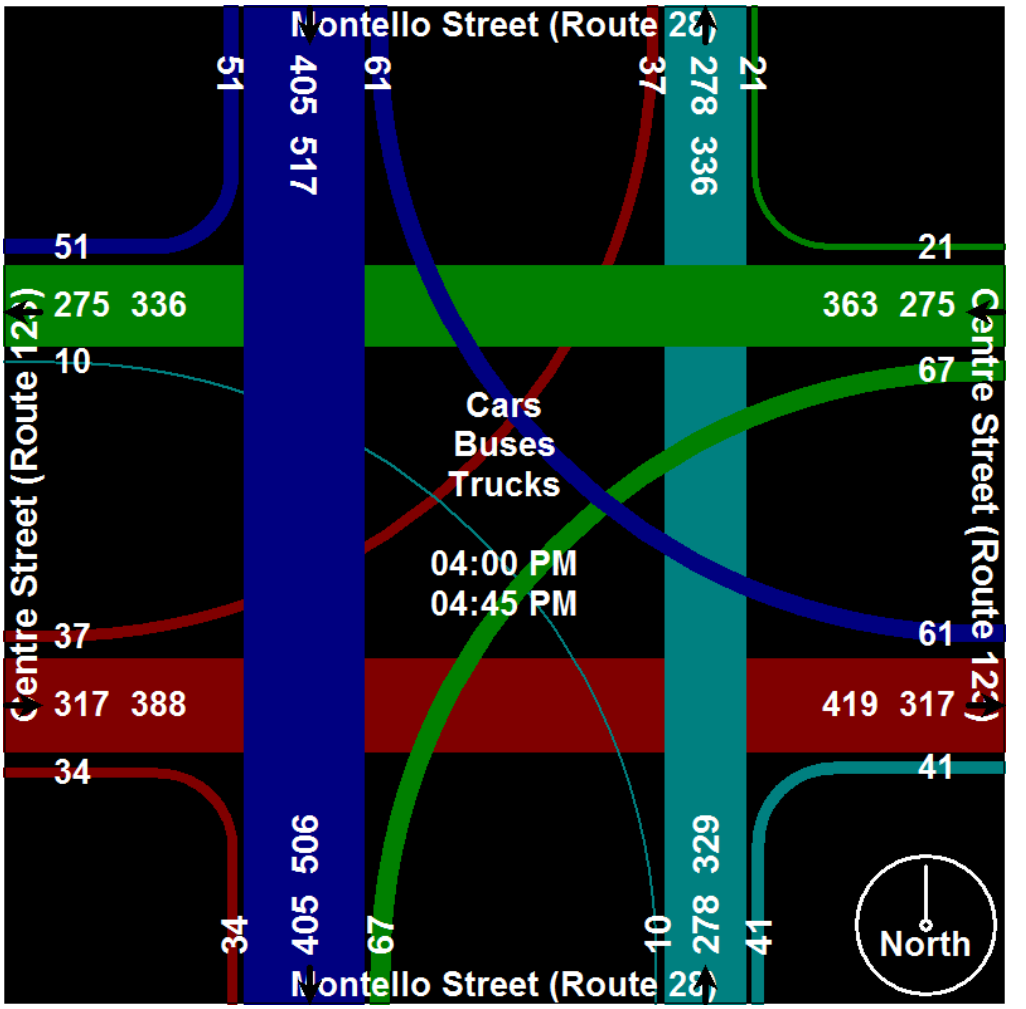


Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

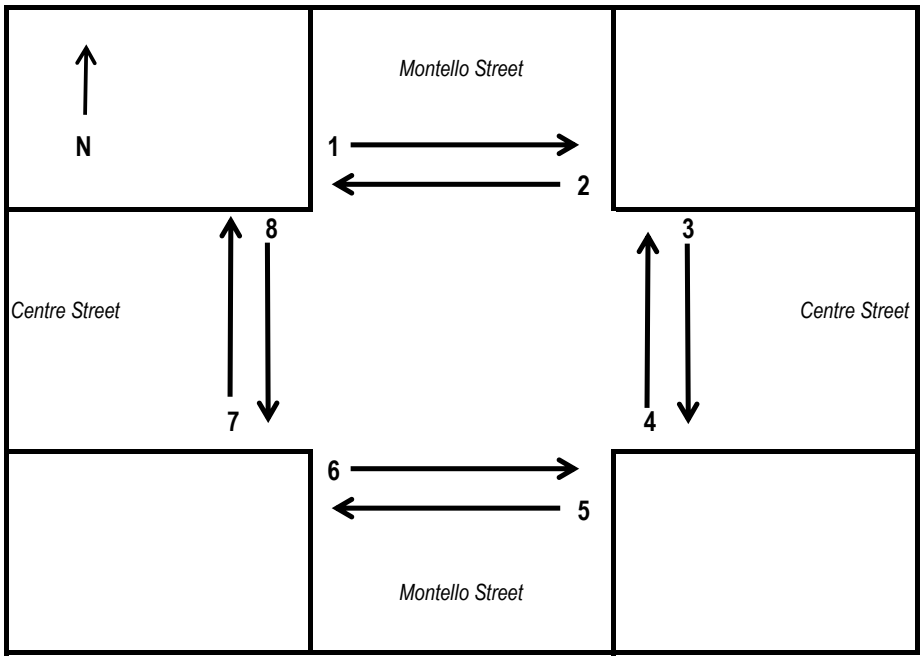
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (3) / SB
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Centre Street (Route 123)_PM
Site Code : 44
Start Date : 5/13/2014

Image 1

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Montello Street
Location: @ Centre Street
Weather: Sunny **Board #:** DB-400 (3) **Staff:** SB **Date:** 5/13/2014



Interval		1	2	3	4	5	6	7	8
4:00 PM - 4:15 PM	Bikes						1		
4:15 PM - 4:30 PM	Bikes		1		1				
4:30 PM - 4:45 PM	Bikes				1		1		
4:45 PM - 5:00 PM	Bikes								
5:00 PM - 5:15 PM	Bikes								
5:15 PM - 5:30 PM	Bikes							1	
5:30 PM - 5:45 PM	Bikes								
5:45 PM - 6:00 PM	Bikes								
Total	**Bikes**	**0**	**1**	**0**	**2**	**0**	**2**	**1**	**0**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (3) / SB
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014
Page No : 1

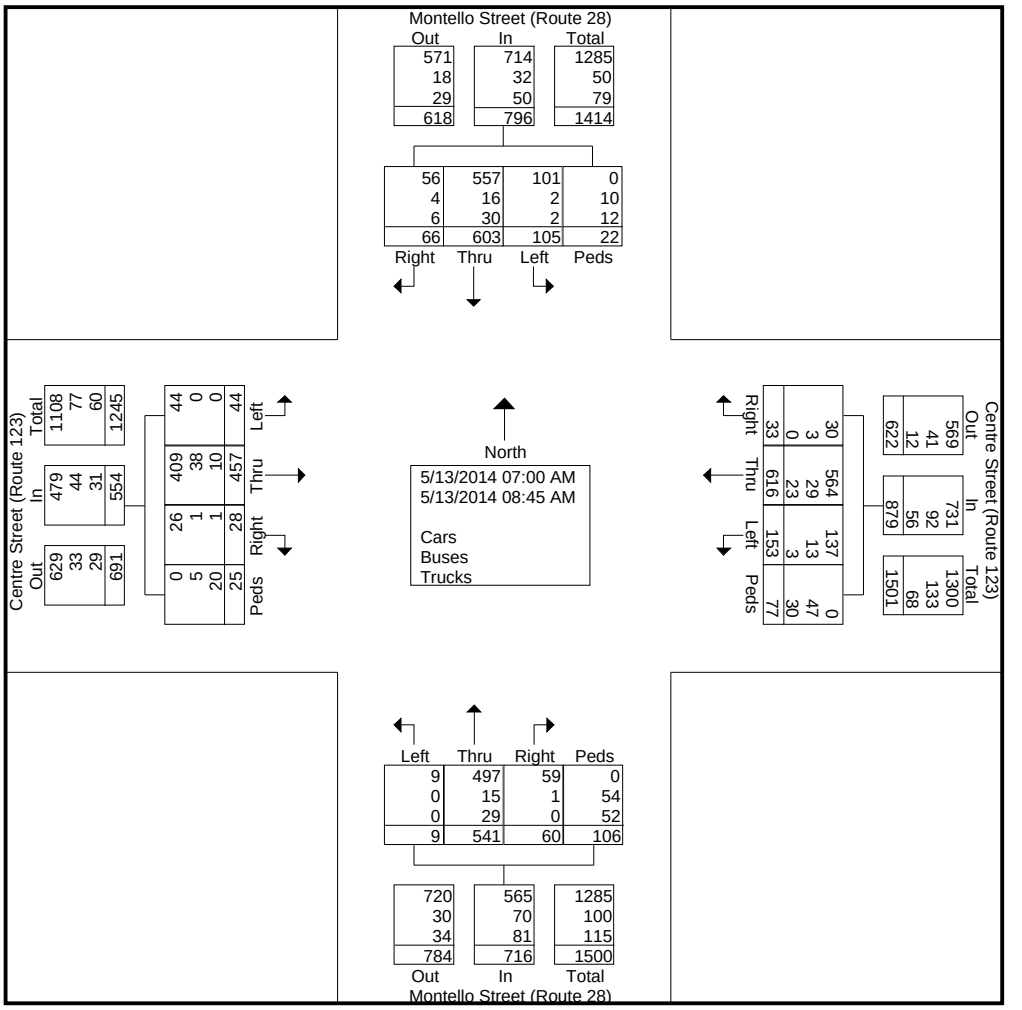
Groups Printed- Cars - Buses - Trucks

	Montello Street (Route 28) Southbound					Centre Street (Route 123) Westbound					Montello Street (Route 28) Northbound					Centre Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	38	9	2	52	3	63	12	8	86	3	51	0	10	64	3	54	5	0	62	264
07:15 AM	8	66	19	4	97	7	59	21	11	98	6	69	2	13	90	5	61	2	5	73	358
07:30 AM	7	63	18	3	91	4	76	11	9	100	14	65	0	9	88	2	55	6	5	68	347
07:45 AM	7	103	13	3	126	5	88	22	6	121	7	79	2	14	102	6	80	10	3	99	448
Total	25	270	59	12	366	19	286	66	34	405	30	264	4	46	344	16	250	23	13	302	1417
08:00 AM	8	84	13	2	107	4	89	18	6	117	7	62	2	8	79	1	54	4	2	61	364
08:15 AM	10	80	8	6	104	4	79	20	11	114	7	68	0	16	91	2	49	4	5	60	369
08:30 AM	10	91	11	2	114	1	73	26	13	113	7	75	3	17	102	6	53	4	5	68	397
08:45 AM	13	78	14	0	105	5	89	23	13	130	9	72	0	19	100	3	51	9	0	63	398
Total	41	333	46	10	430	14	330	87	43	474	30	277	5	60	372	12	207	21	12	252	1528
Grand Total	66	603	105	22	796	33	616	153	77	879	60	541	9	106	716	28	457	44	25	554	2945
Apprch %	8.3	75.8	13.2	2.8		3.8	70.1	17.4	8.8		8.4	75.6	1.3	14.8		5.1	82.5	7.9	4.5		
Total %	2.2	20.5	3.6	0.7	27	1.1	20.9	5.2	2.6	29.8	2	18.4	0.3	3.6	24.3	1	15.5	1.5	0.8	18.8	
Cars	56	557	101	0	714	30	564	137	0	731	59	497	9	0	565	26	409	44	0	479	2489
% Cars	84.8	92.4	96.2	0	89.7	90.9	91.6	89.5	0	83.2	98.3	91.9	100	0	78.9	92.9	89.5	100	0	86.5	84.5
Buses	4	16	2	10	32	3	29	13	47	92	1	15	0	54	70	1	38	0	5	44	238
% Buses	6.1	2.7	1.9	45.5	4	9.1	4.7	8.5	61	10.5	1.7	2.8	0	50.9	9.8	3.6	8.3	0	20	7.9	8.1
Trucks	6	30	2	12	50	0	23	3	30	56	0	29	0	52	81	1	10	0	20	31	218
% Trucks	9.1	5	1.9	54.5	6.3	0	3.7	2	39	6.4	0	5.4	0	49.1	11.3	3.6	2.2	0	80	5.6	7.4

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (3) / SB
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014



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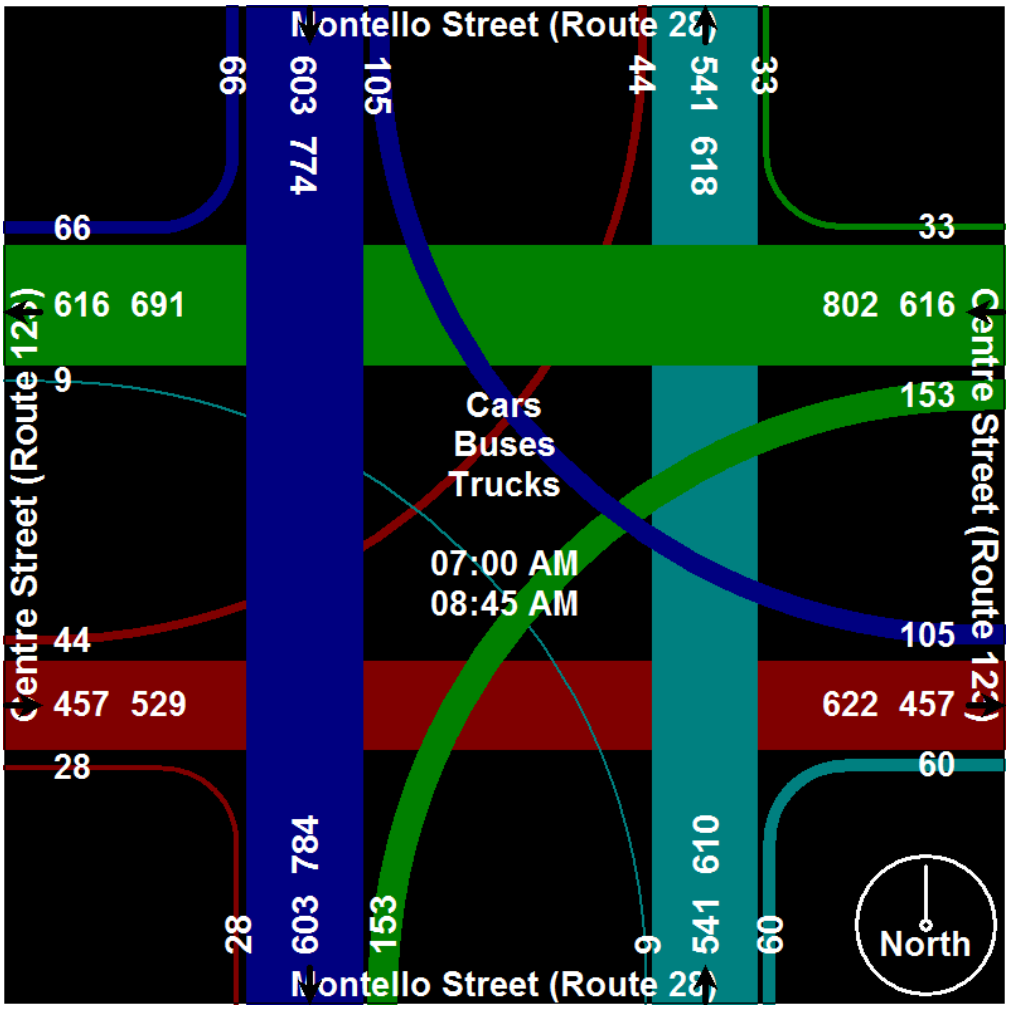
File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014
Page No : 3



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Community: Brockton
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File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014
Page No : 4

	Montello Street (Route 28) Southbound					Centre Street (Route 123) Westbound					Montello Street (Route 28) Northbound					Centre Street (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	**103**	**13**	3	**126**	**5**	88	22	6	**121**	**7**	**79**	2	14	**102**	**6**	**80**	**10**	3	**99**	**448**
08:00 AM	8	84	13	2	107	4	**89**	18	6	117	7	62	2	8	79	1	54	4	2	61	364
08:15 AM	**10**	80	8	**6**	104	4	79	20	11	114	7	68	0	16	91	2	49	4	**5**	60	369
08:30 AM	10	91	11	2	114	1	73	**26**	**13**	113	7	75	**3**	**17**	102	6	53	4	5	68	397
Total Volume	35	358	45	13	451	14	329	86	36	465	28	284	7	55	374	15	236	22	15	288	1578
% App. Total	7.8	79.4	10	2.9		3	70.8	18.5	7.7		7.5	75.9	1.9	14.7		5.2	81.9	7.6	5.2		
PHF	.875	.869	.865	.542	.895	.700	.924	.827	.692	.961	1.00	.899	.583	.809	.917	.625	.738	.550	.750	.727	.881
Cars	27	339	42	0	408	13	295	78	0	386	28	261	7	0	296	13	211	22	0	246	1336
% Cars	77.1	94.7	93.3	0	90.5	92.9	89.7	90.7	0	83.0	100	91.9	100	0	79.1	86.7	89.4	100	0	85.4	84.7
Buses	3	5	1	4	13	1	20	6	24	51	0	7	0	28	35	1	20	0	3	24	123
% Buses	8.6	1.4	2.2	30.8	2.9	7.1	6.1	7.0	66.7	11.0	0	2.5	0	50.9	9.4	6.7	8.5	0	20.0	8.3	7.8
Trucks	5	14	2	9	30	0	14	2	12	28	0	16	0	27	43	1	5	0	12	18	119
% Trucks	14.3	3.9	4.4	69.2	6.7	0	4.3	2.3	33.3	6.0	0	5.6	0	49.1	11.5	6.7	2.1	0	80.0	6.3	7.5

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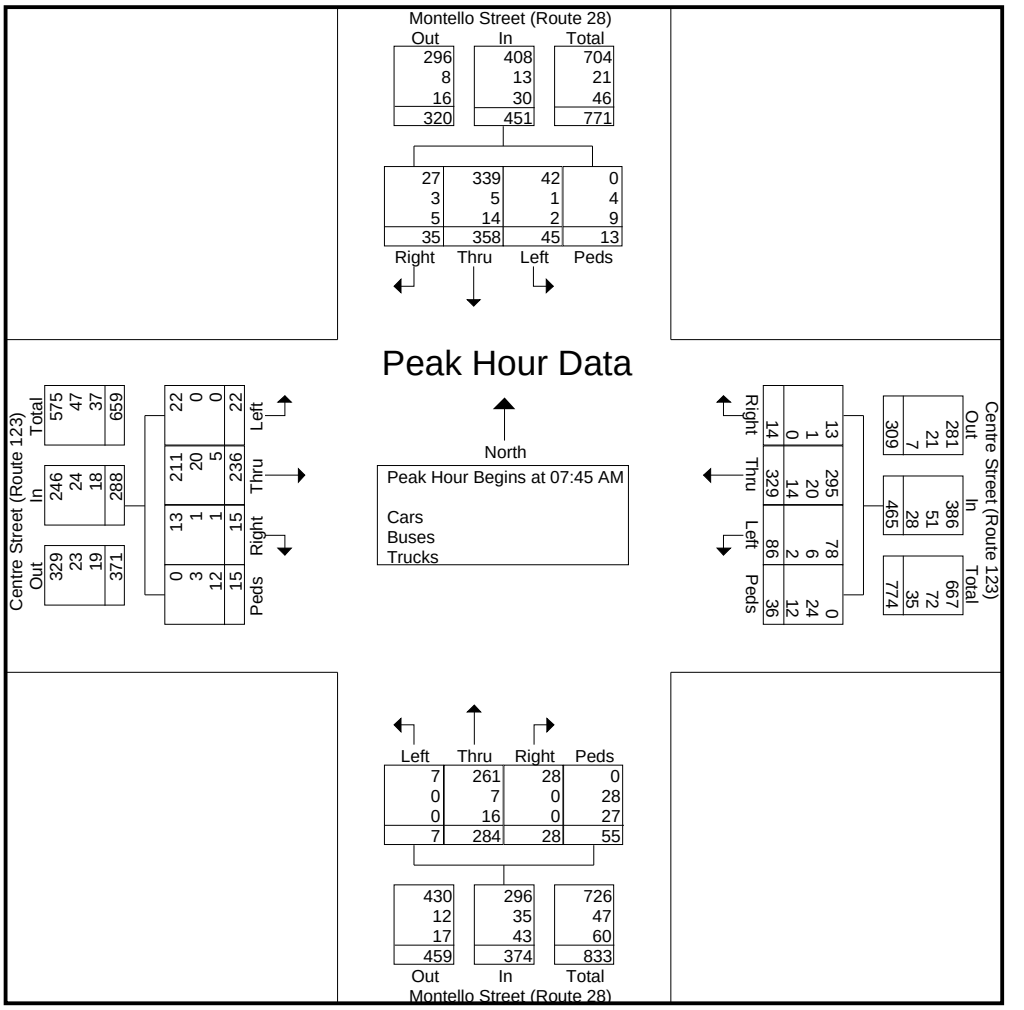
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014
Page No : 5



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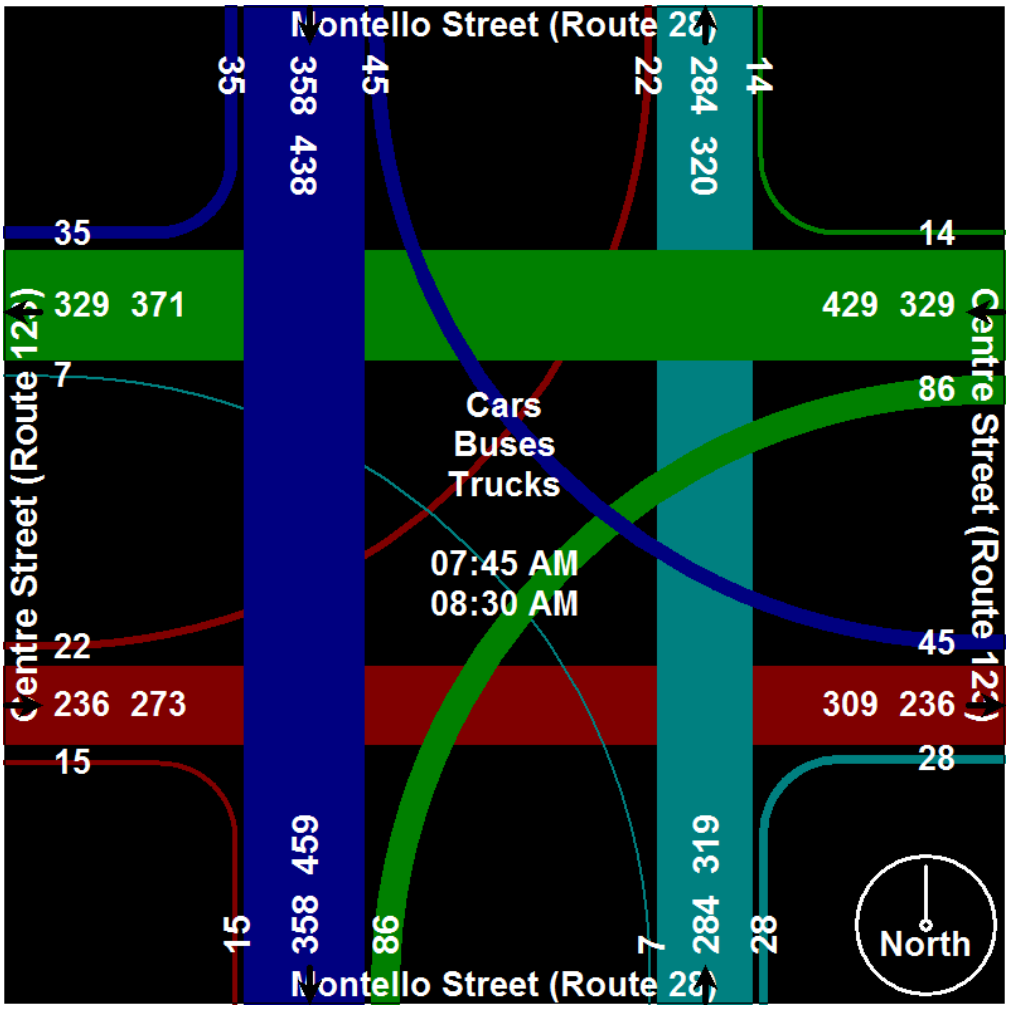
File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014
Page No : 6



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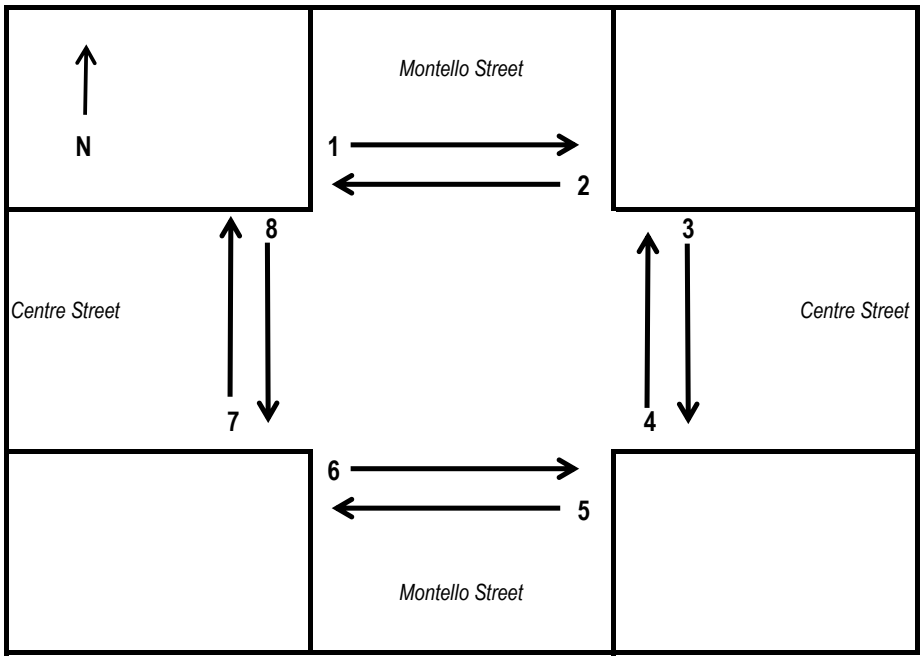
Board # & Staff: DB-400 (3) / SB
Traffic Control: Traffic Light

File Name : Montello Street (Route 28) & Centre Street (Route 123)_AM
Site Code : 44
Start Date : 5/13/2014

Image 1

Old Colony Planning Council
Intersection Bicycle Directional Counting Field Sheet

Community: Brockton, MA
Street: Montello Street
Location: @ Centre Street
Weather: Partly Cloudy **Board #:** DB-400 (3) **Staff:** SB **Date:** 5/13/2014



Interval		1	2	3	4	5	6	7	8
7:00 AM - 7:15 AM	Bikes								
7:15 AM - 7:30 AM	Bikes				1				1
7:30 AM - 7:45 AM	Bikes						1		
7:45 AM - 8:00 AM	Bikes								
8:00 AM - 8:15 AM	Bikes								
8:15 AM - 8:30 AM	Bikes						1		
8:30 AM - 8:45 AM	Bikes						1		
8:45 AM - 9:00 AM	Bikes								
Total	**Bikes**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**1**

Comments:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_PM
Site Code : 44
Start Date : 3/29/2017
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Main Street Southbound					Centre Street (Route 123) Westbound					Main Street Northbound					Legion Parkway (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	13	13	10	55	0	3	68	30	135	37	6	208	0	75	22	17	114	403
04:15 PM	0	0	0	11	11	11	64	0	5	80	34	153	36	4	227	0	43	26	8	77	395
04:30 PM	0	0	0	14	14	19	67	0	2	88	40	151	25	0	216	0	50	25	7	82	400
04:45 PM	0	0	0	13	13	12	58	0	5	75	26	143	31	11	211	0	45	18	6	69	368
Total	0	0	0	51	51	52	244	0	15	311	130	582	129	21	862	0	213	91	38	342	1566
05:00 PM	0	0	0	15	15	13	69	0	1	83	27	144	29	4	204	0	57	20	7	84	386
05:15 PM	0	0	0	17	17	16	72	0	3	91	35	152	33	7	227	0	51	21	10	82	417
05:30 PM	0	0	0	20	20	17	72	0	3	92	21	149	28	2	200	0	58	19	4	81	393
05:45 PM	0	0	0	9	9	10	71	0	2	83	21	147	27	5	200	0	52	20	5	77	369
Total	0	0	0	61	61	56	284	0	9	349	104	592	117	18	831	0	218	80	26	324	1565
Grand Total	0	0	0	112	112	108	528	0	24	660	234	1174	246	39	1693	0	431	171	64	666	3131
Apprch %	0	0	0	100		16.4	80	0	3.6		13.8	69.3	14.5	2.3		0	64.7	25.7	9.6		
Total %	0	0	0	3.6	3.6	3.4	16.9	0	0.8	21.1	7.5	37.5	7.9	1.2	54.1	0	13.8	5.5	2	21.3	
Cars	0	0	0	0	0	107	506	0	0	613	216	1156	243	0	1615	0	414	170	0	584	2812
% Cars	0	0	0	0	0	99.1	95.8	0	0	92.9	92.3	98.5	98.8	0	95.4	0	96.1	99.4	0	87.7	89.8
Buses	0	0	0	63	63	0	12	0	10	22	16	12	0	18	46	0	12	0	25	37	168
% Buses	0	0	0	56.2	56.2	0	2.3	0	41.7	3.3	6.8	1	0	46.2	2.7	0	2.8	0	39.1	5.6	5.4
Trucks	0	0	0	49	49	1	10	0	14	25	2	6	3	21	32	0	5	1	39	45	151
% Trucks	0	0	0	43.8	43.8	0.9	1.9	0	58.3	3.8	0.9	0.5	1.2	53.8	1.9	0	1.2	0.6	60.9	6.8	4.8

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Community: Brockton
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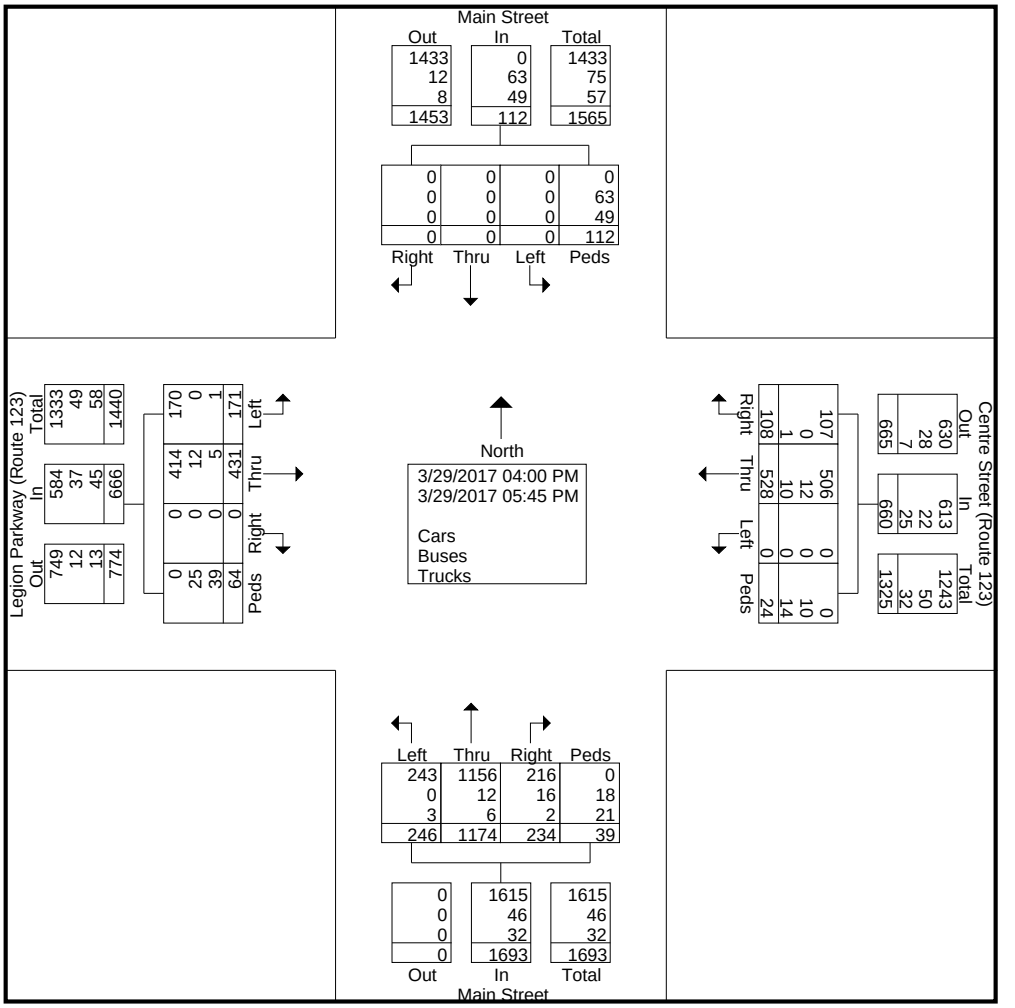
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_PM
Site Code : 44
Start Date : 3/29/2017



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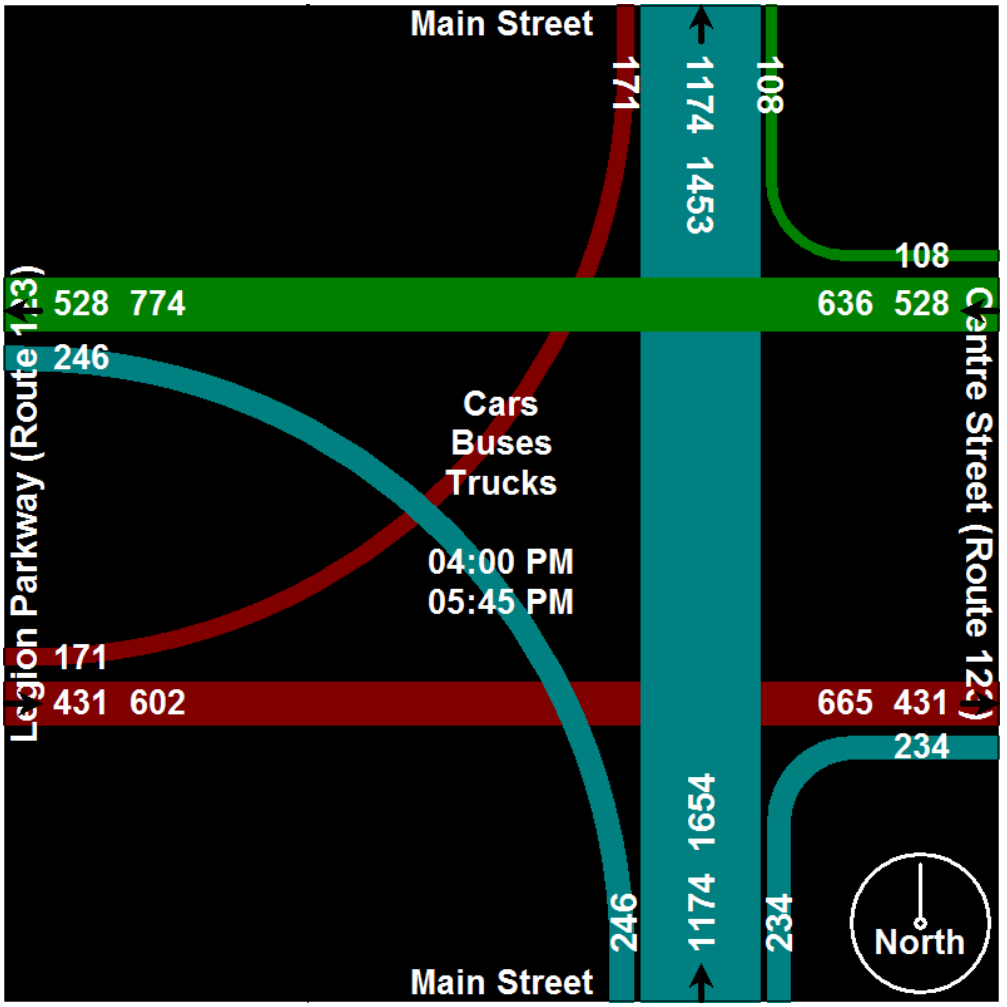
File Name : Main Street & Legion Parkway (Route 123)_PM
Site Code : 44
Start Date : 3/29/2017
Page No : 3



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Community: Brockton
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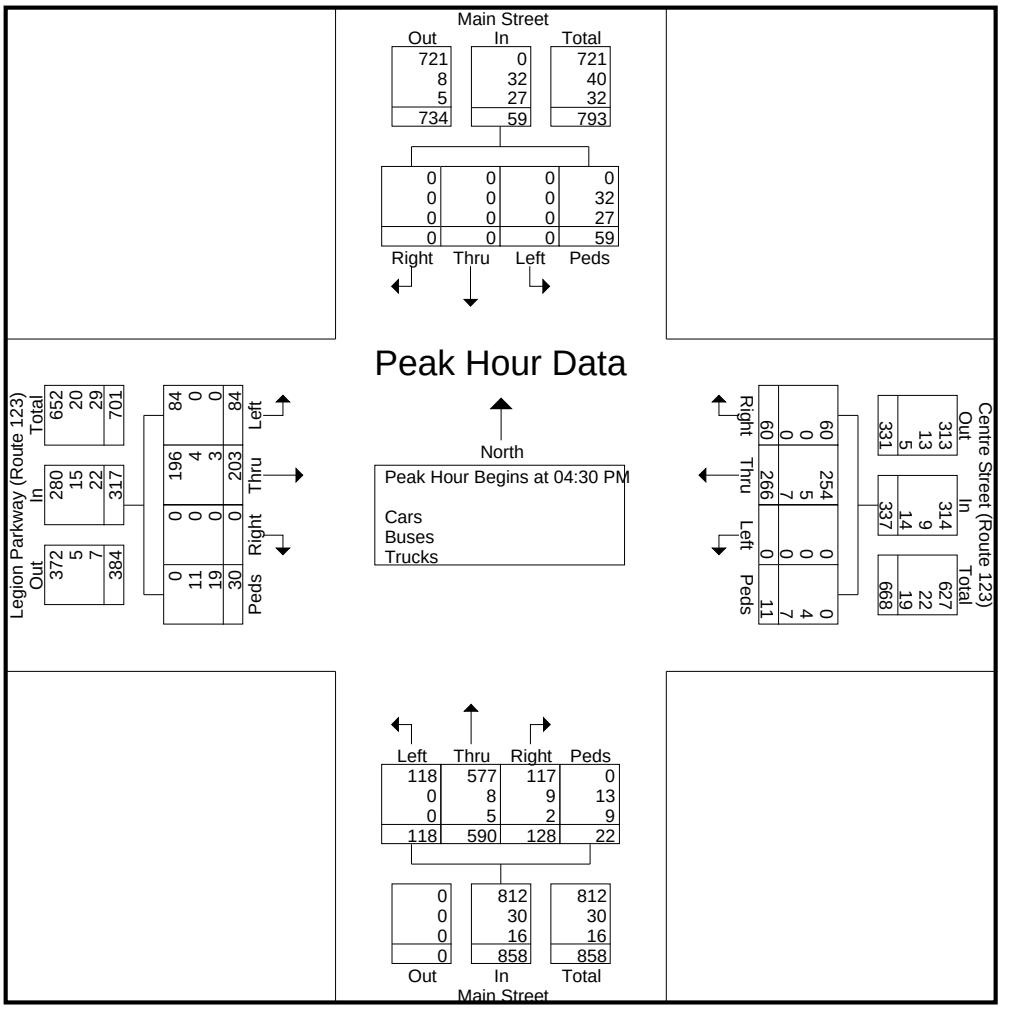
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_PM
Site Code : 44
Start Date : 3/29/2017
Page No : 4

	Main Street Southbound					Centre Street (Route 123) Westbound					Main Street Northbound					Legion Parkway (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	14	14	**19**	67	0	2	88	**40**	151	25	0	216	0	50	**25**	7	82	400
04:45 PM	0	0	0	13	13	12	58	0	**5**	75	26	143	31	**11**	211	0	45	18	6	69	368
05:00 PM	0	0	0	15	15	13	69	0	1	83	27	144	29	4	204	0	**57**	20	7	**84**	386
05:15 PM	0	0	0	**17**	**17**	16	**72**	0	3	**91**	35	**152**	**33**	7	**227**	0	51	21	**10**	82	**417**
Total Volume	0	0	0	59	59	60	266	0	11	337	128	590	118	22	858	0	203	84	30	317	1571
% App. Total	0	0	0	100		17.8	78.9	0	3.3		14.9	68.8	13.8	2.6		0	64	26.5	9.5		
PHF	.000	.000	.000	.868	.868	.789	.924	.000	.550	.926	.800	.970	.894	.500	.945	.000	.890	.840	.750	.943	.942
Cars	0	0	0	0	0	60	254	0	0	314	117	577	118	0	812	0	196	84	0	280	1406
% Cars	0	0	0	0	0	100	95.5	0	0	93.2	91.4	97.8	100	0	94.6	0	96.6	100	0	88.3	89.5
Buses	0	0	0	32	32	0	5	0	4	9	9	8	0	13	30	0	4	0	11	15	86
% Buses	0	0	0	54.2	54.2	0	1.9	0	36.4	2.7	7.0	1.4	0	59.1	3.5	0	2.0	0	36.7	4.7	5.5
Trucks	0	0	0	27	27	0	7	0	7	14	2	5	0	9	16	0	3	0	19	22	79
% Trucks	0	0	0	45.8	45.8	0	2.6	0	63.6	4.2	1.6	0.8	0	40.9	1.9	0	1.5	0	63.3	6.9	5.0



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Community: Brockton
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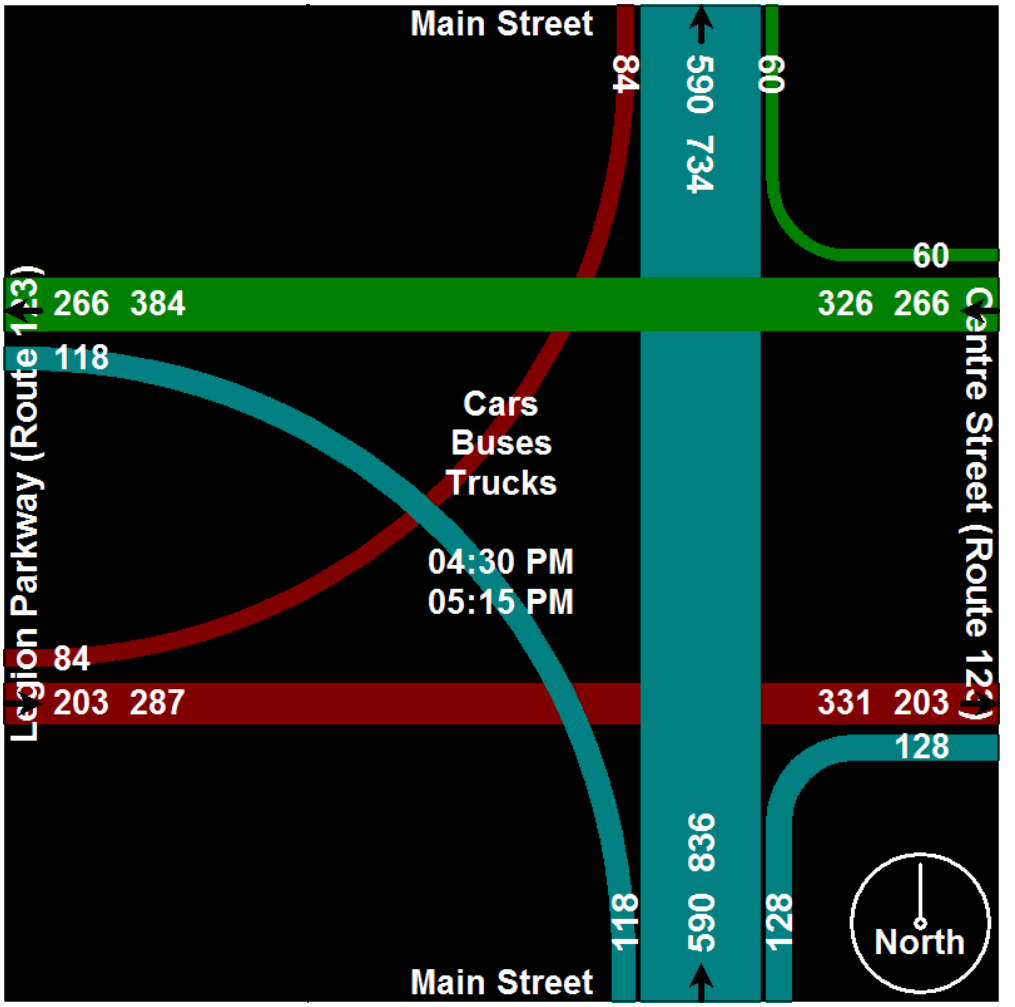
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_PM
Site Code : 44
Start Date : 3/29/2017
Page No : 5



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Community: Brockton
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File Name : Main Street & Legion Parkway (Route 123)_AM
Site Code : 44
Start Date : 3/29/2017
Page No : 1

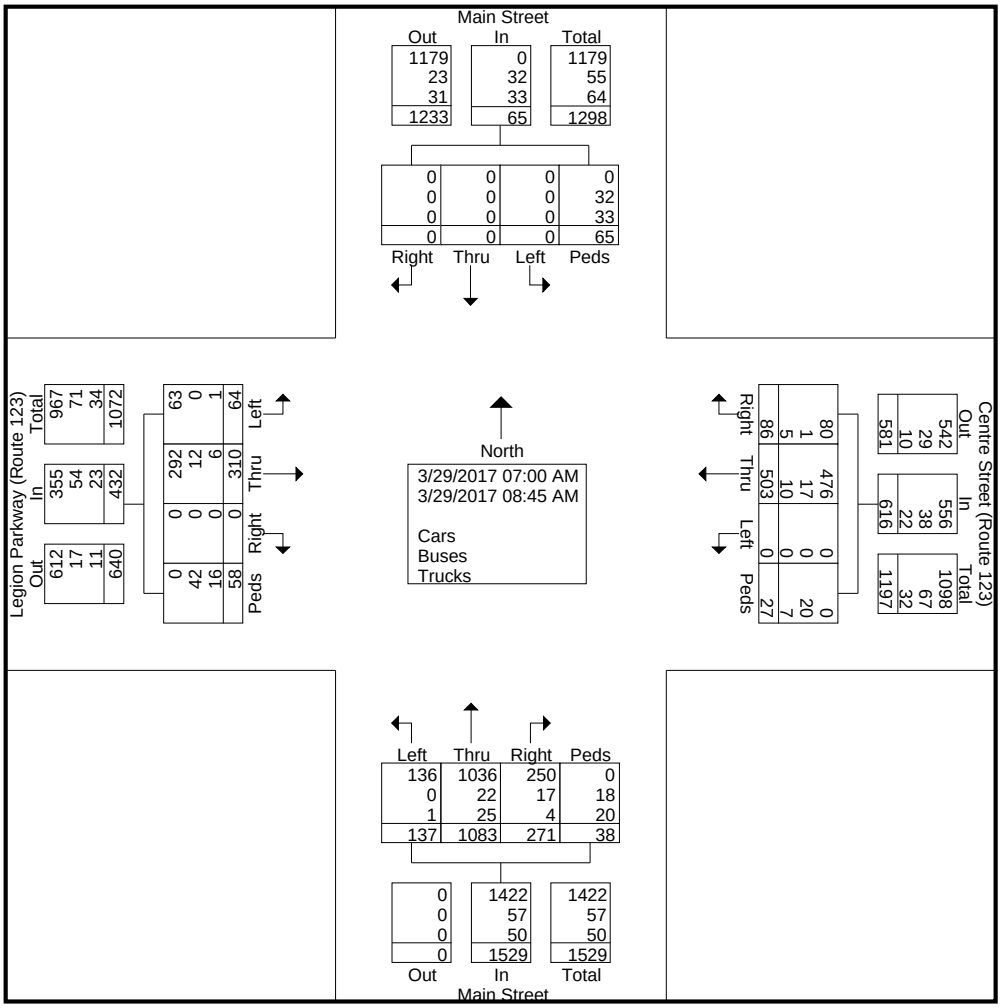
Groups Printed- Cars - Buses - Trucks

	Main Street Southbound					Centre Street (Route 123) Westbound					Main Street Northbound					Legion Parkway (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	4	4	7	57	0	2	66	29	120	5	4	158	0	24	5	3	32	260
07:15 AM	0	0	0	2	2	7	67	0	2	76	35	135	14	5	189	0	30	5	7	42	309
07:30 AM	0	0	0	7	7	9	69	0	3	81	39	156	9	3	207	0	47	6	4	57	352
07:45 AM	0	0	0	6	6	11	51	0	0	62	39	142	28	6	215	0	54	6	9	69	352
Total	0	0	0	19	19	34	244	0	7	285	142	553	56	18	769	0	155	22	23	200	1273
08:00 AM	0	0	0	10	10	20	77	0	1	98	31	136	26	2	195	0	34	12	10	56	359
08:15 AM	0	0	0	7	7	12	53	0	4	69	34	132	18	4	188	0	46	11	5	62	326
08:30 AM	0	0	0	16	16	10	63	0	13	86	36	142	16	5	199	0	33	12	13	58	359
08:45 AM	0	0	0	13	13	10	66	0	2	78	28	120	21	9	178	0	42	7	7	56	325
Total	0	0	0	46	46	52	259	0	20	331	129	530	81	20	760	0	155	42	35	232	1369
Grand Total	0	0	0	65	65	86	503	0	27	616	271	1083	137	38	1529	0	310	64	58	432	2642
Apprch %	0	0	0	100		14	81.7	0	4.4		17.7	70.8	9	2.5		0	71.8	14.8	13.4		
Total %	0	0	0	2.5	2.5	3.3	19	0	1	23.3	10.3	41	5.2	1.4	57.9	0	11.7	2.4	2.2	16.4	
Cars	0	0	0	0	0	80	476	0	0	556	250	1036	136	0	1422	0	292	63	0	355	2333
% Cars	0	0	0	0	0	93	94.6	0	0	90.3	92.3	95.7	99.3	0	93	0	94.2	98.4	0	82.2	88.3
Buses	0	0	0	32	32	1	17	0	20	38	17	22	0	18	57	0	12	0	42	54	181
% Buses	0	0	0	49.2	49.2	1.2	3.4	0	74.1	6.2	6.3	2	0	47.4	3.7	0	3.9	0	72.4	12.5	6.9
Trucks	0	0	0	33	33	5	10	0	7	22	4	25	1	20	50	0	6	1	16	23	128
% Trucks	0	0	0	50.8	50.8	5.8	2	0	25.9	3.6	1.5	2.3	0.7	52.6	3.3	0	1.9	1.6	27.6	5.3	4.8

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_AM
Site Code : 44
Start Date : 3/29/2017



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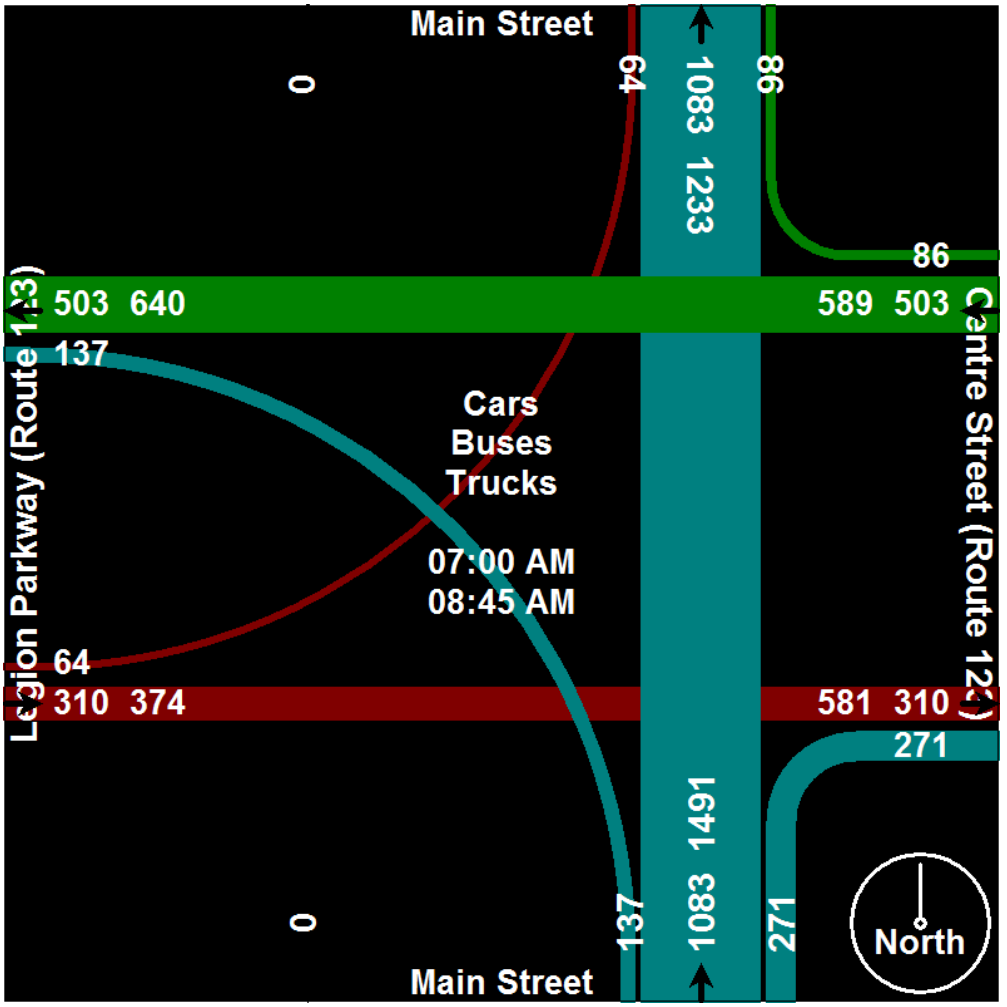
File Name : Main Street & Legion Parkway (Route 123)_AM
Site Code : 44
Start Date : 3/29/2017
Page No : 3



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Community: Brockton
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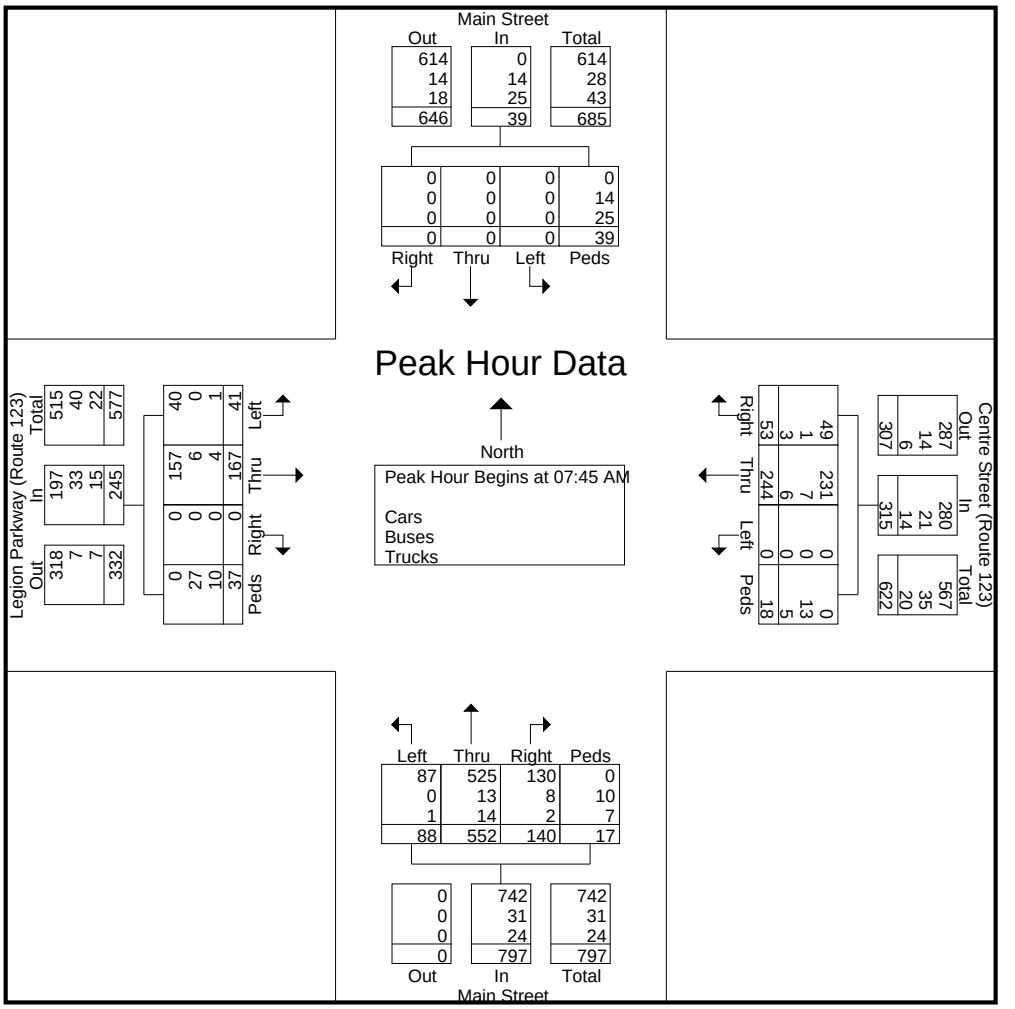
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_AM
Site Code : 44
Start Date : 3/29/2017
Page No : 4

	Main Street Southbound					Centre Street (Route 123) Westbound					Main Street Northbound					Legion Parkway (Route 123) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	6	6	11	51	0	0	62	**39**	**142**	**28**	**6**	**215**	0	**54**	6	9	**69**	352
08:00 AM	0	0	0	10	10	**20**	**77**	0	1	**98**	31	136	26	2	195	0	34	**12**	10	56	**359**
08:15 AM	0	0	0	7	7	12	53	0	4	69	34	132	18	4	188	0	46	11	5	62	326
08:30 AM	0	0	0	**16**	**16**	10	63	0	**13**	86	36	142	16	5	199	0	33	12	**13**	58	359
Total Volume	0	0	0	39	39	53	244	0	18	315	140	552	88	17	797	0	167	41	37	245	1396
% App. Total	0	0	0	100		16.8	77.5	0	5.7		17.6	69.3	11	2.1		0	68.2	16.7	15.1		
PHF	.000	.000	.000	.609	.609	.663	.792	.000	.346	.804	.897	.972	.786	.708	.927	.000	.773	.854	.712	.888	.972
Cars	0	0	0	0	0	49	231	0	0	280	130	525	87	0	742	0	157	40	0	197	1219
% Cars	0	0	0	0	0	92.5	94.7	0	0	88.9	92.9	95.1	98.9	0	93.1	0	94.0	97.6	0	80.4	87.3
Buses	0	0	0	14	14	1	7	0	13	21	8	13	0	10	31	0	6	0	27	33	99
% Buses	0	0	0	35.9	35.9	1.9	2.9	0	72.2	6.7	5.7	2.4	0	58.8	3.9	0	3.6	0	73.0	13.5	7.1
Trucks	0	0	0	25	25	3	6	0	5	14	2	14	1	7	24	0	4	1	10	15	78
% Trucks	0	0	0	64.1	64.1	5.7	2.5	0	27.8	4.4	1.4	2.5	1.1	41.2	3.0	0	2.4	2.4	27.0	6.1	5.6



Old Colony Planning Council
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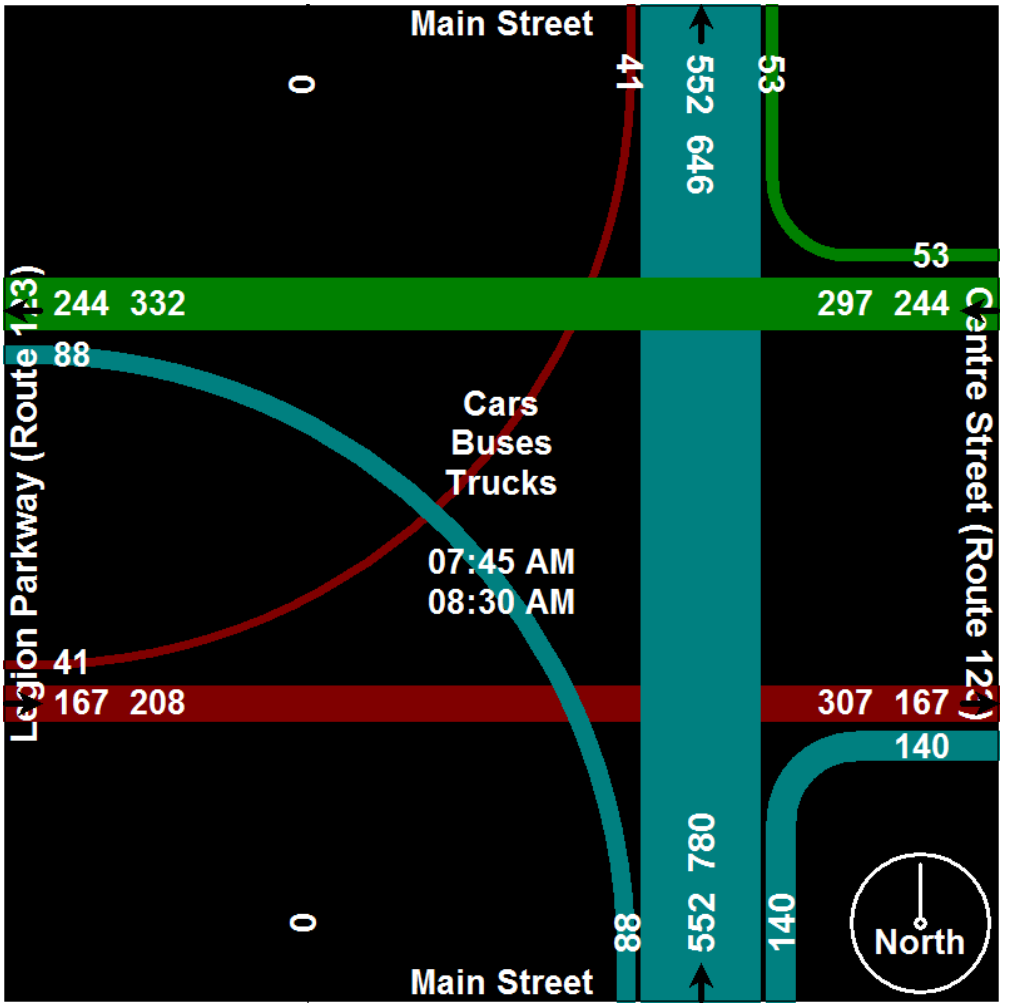
Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6) / RG
Traffic Control: Traffic Light

File Name : Main Street & Legion Parkway (Route 123)_AM
Site Code : 44
Start Date : 3/29/2017
Page No : 5



PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	23	0	0	27	4	13	15	0	32	0	1	0	0	1	0	0	0	0	0	60
7:15 AM	2	31	0	0	33	11	14	24	0	49	0	0	0	0	0	0	0	0	0	0	82
7:30 AM	3	44	0	0	47	9	22	21	0	52	0	0	0	0	0	0	0	0	0	0	99
7:45 AM	3	52	0	0	55	15	14	39	0	68	0	0	0	0	0	0	0	0	0	0	123
Total	12	150	0	0	162	39	63	99	0	201	0	1	0	0	1	0	0	0	0	0	364
8:00 AM	14	50	0	0	64	13	18	38	0	69	0	0	0	0	0	0	0	0	0	0	133
8:15 AM	4	57	0	0	61	9	30	17	0	56	0	0	0	0	0	0	0	0	0	0	117
8:30 AM	5	43	0	0	48	17	19	26	0	62	0	0	0	0	0	0	0	0	0	0	110
8:45 AM	11	58	0	0	69	14	16	29	0	59	0	0	0	0	0	0	1	0	0	1	129
Total	34	208	0	0	242	53	83	110	0	246	0	0	0	0	0	0	1	0	0	1	489
Grand Total	46	358	0	0	404	92	146	209	0	447	0	1	0	0	1	0	1	0	0	1	853
Approach %	11.4	88.6	0.0	0.0		20.6	32.7	46.8	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	5.4	42.0	0.0	0.0	47.4	10.8	17.1	24.5	0.0	52.4	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	
Exiting Leg Total					93					1					567					192	853
Cars	42	331	0	0	373	82	138	198	0	418	0	1	0	0	1	0	0	0	0	0	792
% Cars	91.3	92.5	0.0	0.0	92.3	89.1	94.5	94.7	0.0	93.5	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	92.8
Exiting Leg Total					83					0					529					180	792
Heavy Vehicles	4	27	0	0	31	10	8	11	0	29	0	0	0	0	0	0	1	0	0	1	61
% Heavy Vehicles	8.7	7.5	0.0	0.0	7.7	10.9	5.5	5.3	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	7.2
Exiting Leg Total					10					1					38					12	61

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	14	50	0	0	64	13	18	38	0	69	0	0	0	0	0	0	0	0	0	0	133
8:15 AM	4	57	0	0	61	9	30	17	0	56	0	0	0	0	0	0	0	0	0	0	117
8:30 AM	5	43	0	0	48	17	19	26	0	62	0	0	0	0	0	0	0	0	0	0	110
8:45 AM	11	58	0	0	69	14	16	29	0	59	0	0	0	0	0	0	1	0	0	1	129
Total Volume	34	208	0	0	242	53	83	110	0	246	0	0	0	0	0	0	1	0	0	1	489
% Approach Total	14.0	86.0	0.0	0.0		21.5	33.7	44.7	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.607	0.897	0.000	0.000	0.877	0.779	0.692	0.724	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.919
Cars	33	192	0	0	225	49	79	105	0	233	0	0	0	0	0	0	0	0	0	0	458
Cars %	97.1	92.3	0.0	0.0	93.0	92.5	95.2	95.5	0.0	94.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.7
Heavy Vehicles	1	16	0	0	17	4	4	5	0	13	0	0	0	0	0	0	1	0	0	1	31
Heavy Vehicles %	2.9	7.7	0.0	0.0	7.0	7.5	4.8	4.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	6.3
Cars Enter Leg	33	192	0	0	225	49	79	105	0	233	0	0	0	0	0	0	0	0	0	0	458
Heavy Enter Leg	1	16	0	0	17	4	4	5	0	13	0	0	0	0	0	0	1	0	0	1	31
Total Entering Leg	34	208	0	0	242	53	83	110	0	246	0	0	0	0	0	0	1	0	0	1	489
Cars Exiting Leg					49					0					297					112	458
Heavy Exiting Leg					4					1					21					5	31
Total Exiting Leg					53					1					318					117	489

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	3	21	0	0	24	3	12	15	0	30	0	1	0	0	1	0	0	0	0	0	55
7:15 AM	1	28	0	0	29	10	13	21	0	44	0	0	0	0	0	0	0	0	0	0	73
7:30 AM	2	40	0	0	42	6	20	20	0	46	0	0	0	0	0	0	0	0	0	0	88
7:45 AM	3	50	0	0	53	14	14	37	0	65	0	0	0	0	0	0	0	0	0	0	118
Total	9	139	0	0	148	33	59	93	0	185	0	1	0	0	1	0	0	0	0	0	334
8:00 AM	13	48	0	0	61	12	18	37	0	67	0	0	0	0	0	0	0	0	0	0	128
8:15 AM	4	48	0	0	52	8	27	17	0	52	0	0	0	0	0	0	0	0	0	0	104
8:30 AM	5	41	0	0	46	16	18	25	0	59	0	0	0	0	0	0	0	0	0	0	105
8:45 AM	11	55	0	0	66	13	16	26	0	55	0	0	0	0	0	0	0	0	0	0	121
Total	33	192	0	0	225	49	79	105	0	233	0	0	0	0	0	0	0	0	0	0	458
Grand Total	42	331	0	0	373	82	138	198	0	418	0	1	0	0	1	0	0	0	0	0	792
Approach %	11.3	88.7	0.0	0.0		19.6	33.0	47.4	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.3	41.8	0.0	0.0	47.1	10.4	17.4	25.0	0.0	52.8	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					83					0					529					180	792

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	13	48	0	0	61	12	18	37	0	67	0	0	0	0	0	0	0	0	0	0	128
8:15 AM	4	48	0	0	52	8	27	17	0	52	0	0	0	0	0	0	0	0	0	0	104
8:30 AM	5	41	0	0	46	16	18	25	0	59	0	0	0	0	0	0	0	0	0	0	105
8:45 AM	11	55	0	0	66	13	16	26	0	55	0	0	0	0	0	0	0	0	0	0	121
Total Volume	33	192	0	0	225	49	79	105	0	233	0	0	0	0	0	0	0	0	0	0	458
% Approach Total	14.7	85.3	0.0	0.0		21.0	33.9	45.1	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.635	0.873	0.000	0.000	0.852	0.766	0.731	0.709	0.000	0.869	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.895
Entering Leg	33	192	0	0	225	49	79	105	0	233	0	0	0	0	0	0	0	0	0	0	458
Exiting Leg					49					0					297					112	458
Total					274					233					297					112	916

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	1	3	0	0	4	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	1	4	0	0	5	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	2	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	3	11	0	0	14	6	4	6	0	16	0	0	0	0	0	0	0	0	0	0	30
8:00 AM	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	9	0	0	9	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	13
8:30 AM	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	3	0	0	3	1	0	3	0	4	0	0	0	0	0	0	1	0	0	1	8
Total	1	16	0	0	17	4	4	5	0	13	0	0	0	0	0	0	1	0	0	1	31
Grand Total	4	27	0	0	31	10	8	11	0	29	0	0	0	0	0	0	1	0	0	1	61
Approach %	12.9	87.1	0.0	0.0		34.5	27.6	37.9	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	6.6	44.3	0.0	0.0	50.8	16.4	13.1	18.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	
Exiting Leg Total					10					1					38					12	61
Buses	3	22	0	0	25	9	3	6	0	18	0	0	0	0	0	0	1	0	0	1	44
% Buses	75.0	81.5	0.0	0.0	80.6	90.0	37.5	54.5	0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	72.1
Exiting Leg Total					9					1					28					6	44
Single-Unit Trucks	1	5	0	0	6	1	3	5	0	9	0	0	0	0	0	0	0	0	0	0	15
% Single-Unit	25.0	18.5	0.0	0.0	19.4	10.0	37.5	45.5	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6
Exiting Leg Total					1					0					10					4	15
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	1	4	0	0	5	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	2	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	9	0	0	9	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	13
Total Volume	2	17	0	0	19	6	5	4	0	15	0	0	0	0	0	0	0	0	0	0	34
% Approach Total	10.5	89.5	0.0	0.0		40.0	33.3	26.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.472	0.000	0.000	0.528	0.500	0.417	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.654
Buses	2	15	0	0	17	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	27
Buses %	100.0	88.2	0.0	0.0	89.5	83.3	40.0	75.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.4
Single-Unit Trucks	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Single-Unit %	0.0	11.8	0.0	0.0	10.5	16.7	20.0	25.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Buses	2	15	0	0	17	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	27
Single-Unit Trucks	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	2	17	0	0	19	6	5	4	0	15	0	0	0	0	0	0	0	0	0	0	34
Buses					5					0					18					4	27
Single-Unit Trucks					1					0					3					1	5
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					6					0					21					7	34

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	3	20	0	0	23	3	12	12	0	27	0	1	0	0	1	0	0	0	0	0	51
7:15 AM	1	24	0	0	25	7	13	18	0	38	0	0	0	0	0	0	0	0	0	0	63
7:30 AM	2	37	0	0	39	5	15	15	0	35	0	0	0	0	0	0	0	0	0	0	74
7:45 AM	3	46	0	0	49	14	13	35	0	62	0	0	0	0	0	0	0	0	0	0	111
Total	9	127	0	0	136	29	53	80	0	162	0	1	0	0	1	0	0	0	0	0	299
8:00 AM	13	45	0	0	58	10	17	35	0	62	0	0	0	0	0	0	0	0	0	0	120
8:15 AM	3	45	0	0	48	8	26	17	0	51	0	0	0	0	0	0	0	0	0	0	99
8:30 AM	5	37	0	0	42	13	16	23	0	52	0	0	0	0	0	0	0	0	0	0	94
8:45 AM	11	47	0	0	58	12	14	24	0	50	0	0	0	0	0	0	0	0	0	0	108
Total	32	174	0	0	206	43	73	99	0	215	0	0	0	0	0	0	0	0	0	0	421
Grand Total	41	301	0	0	342	72	126	179	0	377	0	1	0	0	1	0	0	0	0	0	720
Approach %	12.0	88.0	0.0	0.0		19.1	33.4	47.5	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.7	41.8	0.0	0.0	47.5	10.0	17.5	24.9	0.0	52.4	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					73					0					480					167	720

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	3	46	0	0	49	14	13	35	0	62	0	0	0	0	0	0	0	0	0	0	111
8:00 AM	13	45	0	0	58	10	17	35	0	62	0	0	0	0	0	0	0	0	0	0	120
8:15 AM	3	45	0	0	48	8	26	17	0	51	0	0	0	0	0	0	0	0	0	0	99
8:30 AM	5	37	0	0	42	13	16	23	0	52	0	0	0	0	0	0	0	0	0	0	94
Total Volume	24	173	0	0	197	45	72	110	0	227	0	0	0	0	0	0	0	0	0	0	424
% Approach Total	12.2	87.8	0.0	0.0		19.8	31.7	48.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.462	0.940	0.000	0.000	0.849	0.804	0.692	0.786	0.000	0.915	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.883
Entering Leg	24	173	0	0	197	45	72	110	0	227	0	0	0	0	0	0	0	0	0	0	424
Exiting Leg					45					0					283					96	424
Total					242					227					283					96	848

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	4	0	0	4	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	3	0	0	3	1	5	5	0	11	0	0	0	0	0	0	0	0	0	0	14
7:45 AM	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	12	0	0	12	4	6	13	0	23	0	0	0	0	0	0	0	0	0	0	35
8:00 AM	0	3	0	0	3	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	4	0	0	4	3	2	2	0	7	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	8	0	0	8	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	13
Total	1	18	0	0	19	6	6	6	0	18	0	0	0	0	0	0	0	0	0	0	37
Grand Total	1	30	0	0	31	10	12	19	0	41	0	0	0	0	0	0	0	0	0	0	72
Approach %	3.2	96.8	0.0	0.0		24.4	29.3	46.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	1.4	41.7	0.0	0.0	43.1	13.9	16.7	26.4	0.0	56.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					0					49					13	72

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	4	0	0	4	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	3	0	0	3	1	5	5	0	11	0	0	0	0	0	0	0	0	0	0	14
7:45 AM	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	3	0	0	3	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	14	0	0	14	6	7	12	0	25	0	0	0	0	0	0	0	0	0	0	39
% Approach Total	0.0	100.0	0.0	0.0		24.0	28.0	48.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.875	0.000	0.000	0.875	0.500	0.350	0.600	0.000	0.568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.696
Entering Leg	0	14	0	0	14	6	7	12	0	25	0	0	0	0	0	0	0	0	0	0	39
Exiting Leg					6					0					26					7	39
Total					20					25					26					7	78

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	1	1	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	1	4	0	0	5	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	2	9	0	0	11	5	1	4	0	10	0	0	0	0	0	0	0	0	0	0	21
8:00 AM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	9	0	0	9	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	6
Total	1	13	0	0	14	4	2	2	0	8	0	0	0	0	0	0	1	0	0	1	23
Grand Total	3	22	0	0	25	9	3	6	0	18	0	0	0	0	0	0	1	0	0	1	44
Approach %	12.0	88.0	0.0	0.0		50.0	16.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	6.8	50.0	0.0	0.0	56.8	20.5	6.8	13.6	0.0	40.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	
Exiting Leg Total					9					1					28					6	44

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	1	4	0	0	5	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	9	0	0	9	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	11
Total Volume	2	15	0	0	17	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	27
% Approach Total	11.8	88.2	0.0	0.0		50.0	20.0	30.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.417	0.000	0.000	0.472	0.625	0.500	0.750	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.614
Entering Leg	2	15	0	0	17	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	27
Exiting Leg					5					0					18					4	27
Total					22					10					18					4	54

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	5	0	0	6	1	3	5	0	9	0	0	0	0	0	0	0	0	0	0	15
Approach %	16.7	83.3	0.0	0.0		11.1	33.3	55.6	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.7	33.3	0.0	0.0	40.0	6.7	20.0	33.3	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					10					4	15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	0	3	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	33.3	66.7	0.0	0.0		20.0	40.0	40.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.250	0.500	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	2	0	0	3	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg					1					0					4					3	8
Total					4					5					4					3	16

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					0					2	2
Total					0					2					0					2	4

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Grand Total	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total							0							1							1							2	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.333
Entering Leg	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Exiting Leg							0							1							1							2	4
Total							0							4							1							3	8

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	3	2	5	0	0	0	0	4	8	12	21
7:15 AM	0	0	0	0	22	1	23	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	13	3	16	42
7:30 AM	0	0	0	0	10	10	20	0	0	0	0	2	0	2	0	0	0	0	4	3	7	0	0	0	0	2	3	5	34
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	3	6	9	0	0	0	0	1	4	5	18
Total	0	0	0	0	34	12	46	0	0	0	0	6	1	7	0	0	0	0	10	14	24	0	0	0	0	20	18	38	115
8:00 AM	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	3	7	10	0	0	0	0	4	2	6	20
8:15 AM	0	0	0	0	2	4	6	0	0	0	0	0	3	3	0	0	0	0	2	2	4	0	0	0	0	3	5	8	21
8:30 AM	0	0	0	0	0	3	3	0	0	0	0	2	2	4	0	0	0	0	3	2	5	0	0	0	0	3	8	11	23
8:45 AM	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	2	5	7	0	0	0	0	8	6	14	26
Total	0	0	0	0	4	10	14	0	0	0	0	3	8	11	0	0	0	0	10	16	26	0	0	0	0	18	21	39	90
Grand Total	0	0	0	0	38	22	60	0	0	0	0	9	9	18	0	0	0	0	20	30	50	0	0	0	0	38	39	77	205
Approach %	0	0	0	0	63.3	36.7		0	0	0	0	50	50		0	0	0	0	40	60		0	0	0	0	49.4	50.6		
Total %	0	0	0	0	18.5	10.7	29.3	0	0	0	0	4.39	4.39	8.78	0	0	0	0	9.76	14.6	24.4	0	0	0	0	18.5	19	37.6	
Exiting Leg Total							60							18							50							77	205

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	3	2	5	0	0	0	0	4	8	12	21
7:15 AM	0	0	0	0	22	1	23	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	13	3	16	42
7:30 AM	0	0	0	0	10	10	20	0	0	0	0	2	0	2	0	0	0	0	4	3	7	0	0	0	0	2	3	5	34
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	3	6	9	0	0	0	0	1	4	5	18
Total Volume	0	0	0	0	34	12	46	0	0	0	0	6	1	7	0	0	0	0	10	14	24	0	0	0	0	20	18	38	115
% Approach Total	0.0	0.0	0.0	0.0	73.9	26.1		0.0	0.0	0.0	0.0	85.7	14.3		0.0	0.0	0.0	0.0	41.7	58.3		0.0	0.0	0.0	0.0	52.6	47.4		
PHF	0.000	0.000	0.000	0.000	0.386	0.300	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.583	0.000	0.000	0.000	0.000	0.625	0.583	0.667	0.000	0.000	0.000	0.000	0.385	0.563	0.594	0.685
Entering Leg	0	0	0	0	34	12	46	0	0	0	0	6	1	7	0	0	0	0	10	14	24	0	0	0	0	20	18	38	115
Exiting Leg							46							7							24							38	115
Total							92							14							48							76	230

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	9	58	0	0	67	16	43	48	0	107	0	0	0	0	0	0	0	0	0	0	174
4:15 PM	8	58	0	0	66	17	33	48	0	98	0	0	0	0	0	0	0	0	0	0	164
4:30 PM	19	42	0	0	61	16	39	34	0	89	0	0	0	0	0	0	0	0	0	0	150
4:45 PM	9	61	0	0	70	30	41	45	0	116	0	0	0	0	0	0	0	0	0	0	186
Total	45	219	0	0	264	79	156	175	0	410	0	0	0	0	0	0	0	0	0	0	674
5:00 PM	10	56	0	0	66	17	40	51	0	108	0	0	0	0	0	0	0	0	0	0	174
5:15 PM	14	42	0	0	56	22	35	44	0	101	0	0	0	0	0	0	0	0	0	0	157
5:30 PM	14	66	0	0	80	25	34	34	0	93	0	0	0	0	0	0	0	0	0	0	173
5:45 PM	11	72	0	0	83	14	24	35	0	73	0	0	0	0	0	0	0	0	0	0	156
Total	49	236	0	0	285	78	133	164	0	375	0	0	0	0	0	0	0	0	0	0	660
Grand Total	94	455	0	0	549	157	289	339	0	785	0	0	0	0	0	0	0	0	0	0	1334
Approach %	17.1	82.9	0.0	0.0		20.0	36.8	43.2	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.0	34.1	0.0	0.0	41.2	11.8	21.7	25.4	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					157					0					794					383	1334
Cars	92	441	0	0	533	150	284	334	0	768	0	0	0	0	0	0	0	0	0	0	1301
% Cars	97.9	96.9	0.0	0.0	97.1	95.5	98.3	98.5	0.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5
Exiting Leg Total					150					0					775					376	1301
Heavy Vehicles	2	14	0	0	16	7	5	5	0	17	0	0	0	0	0	0	0	0	0	0	33
% Heavy Vehicles	2.1	3.1	0.0	0.0	2.9	4.5	1.7	1.5	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total					7					0					19					7	33

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	9	61	0	0	70	30	41	45	0	116	0	0	0	0	0	0	0	0	0	0	186
5:00 PM	10	56	0	0	66	17	40	51	0	108	0	0	0	0	0	0	0	0	0	0	174
5:15 PM	14	42	0	0	56	22	35	44	0	101	0	0	0	0	0	0	0	0	0	0	157
5:30 PM	14	66	0	0	80	25	34	34	0	93	0	0	0	0	0	0	0	0	0	0	173
Total Volume	47	225	0	0	272	94	150	174	0	418	0	0	0	0	0	0	0	0	0	0	690
% Approach Total	17.3	82.7	0.0	0.0		22.5	35.9	41.6	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.839	0.852	0.000	0.000	0.850	0.783	0.915	0.853	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.927
Cars	47	217	0	0	264	92	149	171	0	412	0	0	0	0	0	0	0	0	0	0	676
Cars %	100.0	96.4	0.0	0.0	97.1	97.9	99.3	98.3	0.0	98.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0
Heavy Vehicles	0	8	0	0	8	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	14
Heavy Vehicles %	0.0	3.6	0.0	0.0	2.9	2.1	0.7	1.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Cars Enter Leg	47	217	0	0	264	92	149	171	0	412	0	0	0	0	0	0	0	0	0	0	676
Heavy Enter Leg	0	8	0	0	8	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	14
Total Entering Leg	47	225	0	0	272	94	150	174	0	418	0	0	0	0	0	0	0	0	0	0	690
Cars Exiting Leg					92					0					388					196	676
Heavy Exiting Leg					2					0					11					1	14
Total Exiting Leg					94					0					399					197	690

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	9	54	0	0	63	15	40	47	0	102	0	0	0	0	0	0	0	0	0	0	165
4:15 PM	7	58	0	0	65	16	32	47	0	95	0	0	0	0	0	0	0	0	0	0	160
4:30 PM	18	41	0	0	59	14	39	34	0	87	0	0	0	0	0	0	0	0	0	0	146
4:45 PM	9	58	0	0	67	29	41	45	0	115	0	0	0	0	0	0	0	0	0	0	182
Total	43	211	0	0	254	74	152	173	0	399	0	0	0	0	0	0	0	0	0	0	653
5:00 PM	10	54	0	0	64	17	39	49	0	105	0	0	0	0	0	0	0	0	0	0	169
5:15 PM	14	42	0	0	56	21	35	43	0	99	0	0	0	0	0	0	0	0	0	0	155
5:30 PM	14	63	0	0	77	25	34	34	0	93	0	0	0	0	0	0	0	0	0	0	170
5:45 PM	11	71	0	0	82	13	24	35	0	72	0	0	0	0	0	0	0	0	0	0	154
Total	49	230	0	0	279	76	132	161	0	369	0	0	0	0	0	0	0	0	0	0	648
Grand Total	92	441	0	0	533	150	284	334	0	768	0	0	0	0	0	0	0	0	0	0	1301
Approach %	17.3	82.7	0.0	0.0		19.5	37.0	43.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.1	33.9	0.0	0.0	41.0	11.5	21.8	25.7	0.0	59.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					150					0					775					376	1301

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	9	58	0	0	67	29	41	45	0	115	0	0	0	0	0	0	0	0	0	0	182
5:00 PM	10	54	0	0	64	17	39	49	0	105	0	0	0	0	0	0	0	0	0	0	169
5:15 PM	14	42	0	0	56	21	35	43	0	99	0	0	0	0	0	0	0	0	0	0	155
5:30 PM	14	63	0	0	77	25	34	34	0	93	0	0	0	0	0	0	0	0	0	0	170
Total Volume	47	217	0	0	264	92	149	171	0	412	0	0	0	0	0	0	0	0	0	0	676
% Approach Total	17.8	82.2	0.0	0.0		22.3	36.2	41.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.839	0.861	0.000	0.000	0.857	0.793	0.909	0.872	0.000	0.896	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.929
Entering Leg	47	217	0	0	264	92	149	171	0	412	0	0	0	0	0	0	0	0	0	0	676
Exiting Leg					92					0					388					196	676
Total					356					412					388					196	1352

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	4	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	2	8	0	0	10	5	4	2	0	11	0	0	0	0	0	0	0	0	0	0	21
5:00 PM	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	12
Grand Total	2	14	0	0	16	7	5	5	0	17	0	0	0	0	0	0	0	0	0	0	33
Approach %	12.5	87.5	0.0	0.0		41.2	29.4	29.4	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.1	42.4	0.0	0.0	48.5	21.2	15.2	15.2	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					0					19					7	33
Buses	1	9	0	0	10	7	2	1	0	10	0	0	0	0	0	0	0	0	0	0	20
% Buses	50.0	64.3	0.0	0.0	62.5	100.0	40.0	20.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.6
Exiting Leg Total					7					0					10					3	20
Single-Unit Trucks	1	5	0	0	6	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	13
% Single-Unit	50.0	35.7	0.0	0.0	37.5	0.0	60.0	80.0	0.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.4
Exiting Leg Total					0					0					9					4	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	4	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total Volume	2	8	0	0	10	5	4	2	0	11	0	0	0	0	0	0	0	0	0	0	21
% Approach Total	20.0	80.0	0.0	0.0		45.5	36.4	18.2	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.625	0.625	0.333	0.500	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Buses	1	3	0	0	4	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	11
Buses %	50.0	37.5	0.0	0.0	40.0	100.0	25.0	50.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.4
Single-Unit Trucks	1	5	0	0	6	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	10
Single-Unit %	50.0	62.5	0.0	0.0	60.0	0.0	75.0	50.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	3	0	0	4	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	11
Single-Unit Trucks	1	5	0	0	6	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	8	0	0	10	5	4	2	0	11	0	0	0	0	0	0	0	0	0	0	21
Buses					5					0					4					2	11
Single-Unit Trucks					0					0					6					4	10
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					5					0					10					6	21

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	9	48	0	0	57	15	38	37	0	90	0	0	0	0	0	0	0	0	0	0	147
4:15 PM	5	52	0	0	57	16	29	44	0	89	0	0	0	0	0	0	0	0	0	0	146
4:30 PM	16	39	0	0	55	12	36	32	0	80	0	0	0	0	0	0	0	0	0	0	135
4:45 PM	9	56	0	0	65	26	39	37	0	102	0	0	0	0	0	0	0	0	0	0	167
Total	39	195	0	0	234	69	142	150	0	361	0	0	0	0	0	0	0	0	0	0	595
5:00 PM	9	48	0	0	57	16	34	45	0	95	0	0	0	0	0	0	0	0	0	0	152
5:15 PM	13	40	0	0	53	19	33	39	0	91	0	0	0	0	0	0	0	0	0	0	144
5:30 PM	13	59	0	0	72	24	29	28	0	81	0	0	0	0	0	0	0	0	0	0	153
5:45 PM	10	68	0	0	78	12	22	28	0	62	0	0	0	0	0	0	0	0	0	0	140
Total	45	215	0	0	260	71	118	140	0	329	0	0	0	0	0	0	0	0	0	0	589
Grand Total	84	410	0	0	494	140	260	290	0	690	0	0	0	0	0	0	0	0	0	0	1184
Approach %	17.0	83.0	0.0	0.0		20.3	37.7	42.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.1	34.6	0.0	0.0	41.7	11.8	22.0	24.5	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					140					0					700					344	1184

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	9	56	0	0	65	26	39	37	0	102	0	0	0	0	0	0	0	0	0	0	167
5:00 PM	9	48	0	0	57	16	34	45	0	95	0	0	0	0	0	0	0	0	0	0	152
5:15 PM	13	40	0	0	53	19	33	39	0	91	0	0	0	0	0	0	0	0	0	0	144
5:30 PM	13	59	0	0	72	24	29	28	0	81	0	0	0	0	0	0	0	0	0	0	153
Total Volume	44	203	0	0	247	85	135	149	0	369	0	0	0	0	0	0	0	0	0	0	616
% Approach Total	17.8	82.2	0.0	0.0		23.0	36.6	40.4	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.846	0.860	0.000	0.000	0.858	0.817	0.865	0.828	0.000	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.922
Entering Leg	44	203	0	0	247	85	135	149	0	369	0	0	0	0	0	0	0	0	0	0	616
Exiting Leg					85					0					352					179	616
Total					332					369					352					179	1232

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	6	0	0	6	0	2	10	0	12	0	0	0	0	0	0	0	0	0	0	18
4:15 PM	2	5	0	0	7	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	2	2	0	0	4	2	3	2	0	7	0	0	0	0	0	0	0	0	0	0	11
4:45 PM	0	2	0	0	2	3	2	7	0	12	0	0	0	0	0	0	0	0	0	0	14
Total	4	15	0	0	19	5	10	22	0	37	0	0	0	0	0	0	0	0	0	0	56
5:00 PM	1	6	0	0	7	1	5	4	0	10	0	0	0	0	0	0	0	0	0	0	17
5:15 PM	1	2	0	0	3	2	2	4	0	8	0	0	0	0	0	0	0	0	0	0	11
5:30 PM	1	4	0	0	5	1	5	6	0	12	0	0	0	0	0	0	0	0	0	0	17
5:45 PM	1	3	0	0	4	1	2	7	0	10	0	0	0	0	0	0	0	0	0	0	14
Total	4	15	0	0	19	5	14	21	0	40	0	0	0	0	0	0	0	0	0	0	59
Grand Total	8	30	0	0	38	10	24	43	0	77	0	0	0	0	0	0	0	0	0	0	115
Approach %	21.1	78.9	0.0	0.0		13.0	31.2	55.8	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.0	26.1	0.0	0.0	33.0	8.7	20.9	37.4	0.0	67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					0					73					32	115

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	2	0	0	2	3	2	7	0	12	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	1	6	0	0	7	1	5	4	0	10	0	0	0	0	0	0	0	0	0	0	17
5:15 PM	1	2	0	0	3	2	2	4	0	8	0	0	0	0	0	0	0	0	0	0	11
5:30 PM	1	4	0	0	5	1	5	6	0	12	0	0	0	0	0	0	0	0	0	0	17
Total Volume	3	14	0	0	17	7	14	21	0	42	0	0	0	0	0	0	0	0	0	0	59
% Approach Total	17.6	82.4	0.0	0.0		16.7	33.3	50.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.583	0.000	0.000	0.607	0.583	0.700	0.750	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.868
Entering Leg	3	14	0	0	17	7	14	21	0	42	0	0	0	0	0	0	0	0	0	0	59
Exiting Leg					7					0					35					17	59
Total					24					42					35					17	118

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	0	0	4	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Grand Total	1	9	0	0	10	7	2	1	0	10	0	0	0	0	0	0	0	0	0	0	20
Approach %	10.0	90.0	0.0	0.0		70.0	20.0	10.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.0	45.0	0.0	0.0	50.0	35.0	10.0	5.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					0					10					3	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue					Spring Street					North Warren Avenue					Spring Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	3	0	0	4	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	25.0	75.0	0.0	0.0		71.4	14.3	14.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.625	0.250	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	1	3	0	0	4	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg					5					0					4					2	11
Total					9					7					4					2	22

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	5	0	0	6	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	1	5	0	0	6	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	13
Approach %	16.7	83.3	0.0	0.0		0.0	42.9	57.1	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.7	38.5	0.0	0.0	46.2	0.0	23.1	30.8	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					9					4	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	5	0	0	6	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	16.7	83.3	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.417	0.000	0.000	0.500	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	1	5	0	0	6	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg					0					0					6					4	10
Total					6					4					6					4	20

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Spring Street from East					North Warren Avenue from South					Spring Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	2	1	0	0	0	3	1	1	0	0	0	2	4	0	0	0	0	0	0	0	7
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		25.0	25.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	14.3	0.0	0.0	0.0	42.9	14.3	14.3	0.0	0.0	0.0	28.6	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							1							3							2	7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	North Warren Avenue							Spring Street							North Warren Avenue							Spring Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4
Exiting Leg							0							1							1							2	4
Total							0							4							2							2	8

PDI File #: **186458-1**
Location: **N: North Warren Avenue S: North Warren Avenue**
Location: **E: Spring Street W: Spring Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Warren Avenue from North							Spring Street from East							North Warren Avenue from South							Spring Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	4	6	10	0	0	0	0	0	4	4	0	0	0	0	6	0	6	0	0	0	0	12	5	17	37
4:15 PM	0	0	0	0	3	0	3	0	0	0	0	0	3	3	0	0	0	0	2	7	9	0	0	0	0	6	7	13	28
4:30 PM	0	0	0	0	2	4	6	0	0	0	0	3	2	5	0	0	0	0	4	7	11	0	0	0	0	11	8	19	41
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	6	6	12	0	0	0	0	2	7	9	29
Total	0	0	0	0	10	10	20	0	0	0	0	8	11	19	0	0	0	0	18	20	38	0	0	0	0	31	27	58	135
5:00 PM	0	0	0	0	1	4	5	0	0	0	0	0	2	2	0	0	0	0	5	1	6	0	0	0	0	6	7	13	26
5:15 PM	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	5	4	9	0	0	0	0	6	5	11	25
5:30 PM	0	0	0	0	3	6	9	0	0	0	0	1	5	6	0	0	0	0	3	6	9	0	0	0	0	5	6	11	35
5:45 PM	0	0	0	0	5	1	6	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	6	4	10	20
Total	0	0	0	0	10	13	23	0	0	0	0	3	9	12	0	0	0	0	14	12	26	0	0	0	0	23	22	45	106
Grand Total	0	0	0	0	20	23	43	0	0	0	0	11	20	31	0	0	0	0	32	32	64	0	0	0	0	54	49	103	241
Approach %	0	0	0	0	46.5	53.5		0	0	0	0	35.5	64.5		0	0	0	0	50	50		0	0	0	0	52.4	47.6		
Total %	0	0	0	0	8.3	9.54	17.8	0	0	0	0	4.56	8.3	12.9	0	0	0	0	13.3	13.3	26.6	0	0	0	0	22.4	20.3	42.7	
Exiting Leg Total							43							31							64							103	241

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North							Spring Street from East							North Warren Avenue from South							Spring Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	4	6	10	0	0	0	0	0	4	4	0	0	0	0	6	0	6	0	0	0	0	12	5	17	37
4:15 PM	0	0	0	0	3	0	3	0	0	0	0	0	3	3	0	0	0	0	2	7	9	0	0	0	0	6	7	13	28
4:30 PM	0	0	0	0	2	4	6	0	0	0	0	3	2	5	0	0	0	0	4	7	11	0	0	0	0	11	8	19	41
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	6	6	12	0	0	0	0	2	7	9	29
Total Volume	0	0	0	0	10	10	20	0	0	0	0	8	11	19	0	0	0	0	18	20	38	0	0	0	0	31	27	58	135
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	42.1	57.9		0.0	0.0	0.0	0.0	47.4	52.6		0.0	0.0	0.0	0.0	53.4	46.6		
PHF	0.000	0.000	0.000	0.000	0.625	0.417	0.500	0.000	0.000	0.000	0.000	0.400	0.688	0.679	0.000	0.000	0.000	0.000	0.750	0.714	0.792	0.000	0.000	0.000	0.000	0.646	0.844	0.763	0.823
Entering Leg	0	0	0	0	10	10	20	0	0	0	0	8	11	19	0	0	0	0	18	20	38	0	0	0	0	31	27	58	135
Exiting Leg							20							19							38							58	135
Total							40							38							76							116	270

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	32	5	0	37	0	87	15	0	102	0	0	0	0	0	27	113	0	0	140	279
7:15 AM	0	47	7	0	54	0	132	25	0	157	0	0	0	0	0	44	121	0	0	165	376
7:30 AM	0	60	3	0	63	0	107	26	0	133	0	0	0	0	0	51	123	0	0	174	370
7:45 AM	0	77	9	0	86	0	156	42	0	198	0	0	0	0	0	58	113	0	0	171	455
Total	0	216	24	0	240	0	482	108	0	590	0	0	0	0	0	180	470	0	0	650	1480
8:00 AM	0	85	7	0	92	0	125	37	0	162	0	0	0	0	0	49	117	0	0	166	420
8:15 AM	0	72	4	0	76	0	115	45	0	160	0	0	0	0	0	53	116	0	0	169	405
8:30 AM	0	57	8	0	65	0	113	41	0	154	0	0	0	0	0	39	103	0	0	142	361
8:45 AM	0	84	4	0	88	0	110	42	0	152	0	0	0	0	0	65	141	0	0	206	446
Total	0	298	23	0	321	0	463	165	0	628	0	0	0	0	0	206	477	0	0	683	1632
Grand Total	0	514	47	0	561	0	945	273	0	1218	0	0	0	0	0	386	947	0	0	1333	3112
Approach %	0.0	91.6	8.4	0.0		0.0	77.6	22.4	0.0		0.0	0.0	0.0	0.0		29.0	71.0	0.0	0.0		
Total %	0.0	16.5	1.5	0.0	18.0	0.0	30.4	8.8	0.0	39.1	0.0	0.0	0.0	0.0	0.0	12.4	30.4	0.0	0.0	42.8	
Exiting Leg Total					0					994					1173					945	3112
Cars	0	477	45	0	522	0	889	258	0	1147	0	0	0	0	0	362	898	0	0	1260	2929
% Cars	0.0	92.8	95.7	0.0	93.0	0.0	94.1	94.5	0.0	94.2	0.0	0.0	0.0	0.0	0.0	93.8	94.8	0.0	0.0	94.5	94.1
Exiting Leg Total					0					943					1097					889	2929
Heavy Vehicles	0	37	2	0	39	0	56	15	0	71	0	0	0	0	0	24	49	0	0	73	183
% Heavy Vehicles	0.0	7.2	4.3	0.0	7.0	0.0	5.9	5.5	0.0	5.8	0.0	0.0	0.0	0.0	0.0	6.2	5.2	0.0	0.0	5.5	5.9
Exiting Leg Total					0					51					76					56	183

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	60	3	0	63	0	107	26	0	133	0	0	0	0	0	51	123	0	0	174	370
7:45 AM	0	77	9	0	86	0	156	42	0	198	0	0	0	0	0	58	113	0	0	171	455
8:00 AM	0	85	7	0	92	0	125	37	0	162	0	0	0	0	0	49	117	0	0	166	420
8:15 AM	0	72	4	0	76	0	115	45	0	160	0	0	0	0	0	53	116	0	0	169	405
Total Volume	0	294	23	0	317	0	503	150	0	653	0	0	0	0	0	211	469	0	0	680	1650
% Approach Total	0.0	92.7	7.3	0.0		0.0	77.0	23.0	0.0		0.0	0.0	0.0	0.0		31.0	69.0	0.0	0.0		
PHF	0.000	0.865	0.639	0.000	0.861	0.000	0.806	0.833	0.000	0.824	0.000	0.000	0.000	0.000	0.000	0.909	0.953	0.000	0.000	0.977	0.907
Cars	0	273	22	0	295	0	470	144	0	614	0	0	0	0	0	198	442	0	0	640	1549
Cars %	0.0	92.9	95.7	0.0	93.1	0.0	93.4	96.0	0.0	94.0	0.0	0.0	0.0	0.0	0.0	93.8	94.2	0.0	0.0	94.1	93.9
Heavy Vehicles	0	21	1	0	22	0	33	6	0	39	0	0	0	0	0	13	27	0	0	40	101
Heavy Vehicles %	0.0	7.1	4.3	0.0	6.9	0.0	6.6	4.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	6.2	5.8	0.0	0.0	5.9	6.1
Cars Enter Leg	0	273	22	0	295	0	470	144	0	614	0	0	0	0	0	198	442	0	0	640	1549
Heavy Enter Leg	0	21	1	0	22	0	33	6	0	39	0	0	0	0	0	13	27	0	0	40	101
Total Entering Leg	0	294	23	0	317	0	503	150	0	653	0	0	0	0	0	211	469	0	0	680	1650
Cars Exiting Leg					0					464					615					470	1549
Heavy Exiting Leg					0					28					40					33	101
Total Exiting Leg					0					492					655					503	1650

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	30	5	0	35	0	85	14	0	99	0	0	0	0	0	25	107	0	0	132	266
7:15 AM	0	41	7	0	48	0	126	24	0	150	0	0	0	0	0	40	118	0	0	158	356
7:30 AM	0	56	2	0	58	0	103	26	0	129	0	0	0	0	0	47	117	0	0	164	351
7:45 AM	0	73	9	0	82	0	145	39	0	184	0	0	0	0	0	53	104	0	0	157	423
Total	0	200	23	0	223	0	459	103	0	562	0	0	0	0	0	165	446	0	0	611	1396
8:00 AM	0	81	7	0	88	0	114	36	0	150	0	0	0	0	0	47	108	0	0	155	393
8:15 AM	0	63	4	0	67	0	108	43	0	151	0	0	0	0	0	51	113	0	0	164	382
8:30 AM	0	54	8	0	62	0	108	40	0	148	0	0	0	0	0	37	100	0	0	137	347
8:45 AM	0	79	3	0	82	0	100	36	0	136	0	0	0	0	0	62	131	0	0	193	411
Total	0	277	22	0	299	0	430	155	0	585	0	0	0	0	0	197	452	0	0	649	1533
Grand Total	0	477	45	0	522	0	889	258	0	1147	0	0	0	0	0	362	898	0	0	1260	2929
Approach %	0.0	91.4	8.6	0.0		0.0	77.5	22.5	0.0		0.0	0.0	0.0	0.0		28.7	71.3	0.0	0.0		
Total %	0.0	16.3	1.5	0.0	17.8	0.0	30.4	8.8	0.0	39.2	0.0	0.0	0.0	0.0	0.0	12.4	30.7	0.0	0.0	43.0	
Exiting Leg Total					0					943					1097					889	2929

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	56	2	0	58	0	103	26	0	129	0	0	0	0	0	47	117	0	0	164	351
7:45 AM	0	73	9	0	82	0	145	39	0	184	0	0	0	0	0	53	104	0	0	157	423
8:00 AM	0	81	7	0	88	0	114	36	0	150	0	0	0	0	0	47	108	0	0	155	393
8:15 AM	0	63	4	0	67	0	108	43	0	151	0	0	0	0	0	51	113	0	0	164	382
Total Volume	0	273	22	0	295	0	470	144	0	614	0	0	0	0	0	198	442	0	0	640	1549
% Approach Total	0.0	92.5	7.5	0.0		0.0	76.5	23.5	0.0		0.0	0.0	0.0	0.0		30.9	69.1	0.0	0.0		
PHF	0.000	0.843	0.611	0.000	0.838	0.000	0.810	0.837	0.000	0.834	0.000	0.000	0.000	0.000	0.000	0.934	0.944	0.000	0.000	0.976	0.915
Entering Leg	0	273	22	0	295	0	470	144	0	614	0	0	0	0	0	198	442	0	0	640	1549
Exiting Leg					0					464					615					470	1549
Total					295					1078					615					1110	3098

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	2	6	0	0	8	13
7:15 AM	0	6	0	0	6	0	6	1	0	7	0	0	0	0	0	4	3	0	0	7	20
7:30 AM	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	4	6	0	0	10	19
7:45 AM	0	4	0	0	4	0	11	3	0	14	0	0	0	0	0	5	9	0	0	14	32
Total	0	16	1	0	17	0	23	5	0	28	0	0	0	0	0	15	24	0	0	39	84
8:00 AM	0	4	0	0	4	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	27
8:15 AM	0	9	0	0	9	0	7	2	0	9	0	0	0	0	0	2	3	0	0	5	23
8:30 AM	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	2	3	0	0	5	14
8:45 AM	0	5	1	0	6	0	10	6	0	16	0	0	0	0	0	3	10	0	0	13	35
Total	0	21	1	0	22	0	33	10	0	43	0	0	0	0	0	9	25	0	0	34	99
Grand Total	0	37	2	0	39	0	56	15	0	71	0	0	0	0	0	24	49	0	0	73	183
Approach %	0.0	94.9	5.1	0.0		0.0	78.9	21.1	0.0		0.0	0.0	0.0	0.0		32.9	67.1	0.0	0.0		
Total %	0.0	20.2	1.1	0.0	21.3	0.0	30.6	8.2	0.0	38.8	0.0	0.0	0.0	0.0	0.0	13.1	26.8	0.0	0.0	39.9	
Exiting Leg Total					0					51					76					56	183
Buses	0	28	2	0	30	0	27	5	0	32	0	0	0	0	0	14	11	0	0	25	87
% Buses	0.0	75.7	100.0	0.0	76.9	0.0	48.2	33.3	0.0	45.1	0.0	0.0	0.0	0.0	0.0	58.3	22.4	0.0	0.0	34.2	47.5
Exiting Leg Total					0					13					47					27	87
Single-Unit Trucks	0	9	0	0	9	0	26	10	0	36	0	0	0	0	0	10	30	0	0	40	85
% Single-Unit	0.0	24.3	0.0	0.0	23.1	0.0	46.4	66.7	0.0	50.7	0.0	0.0	0.0	0.0	0.0	41.7	61.2	0.0	0.0	54.8	46.4
Exiting Leg Total					0					30					29					26	85
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	16.3	0.0	0.0	11.0	6.0
Exiting Leg Total					0					8					0					3	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	4	6	0	0	10	19
7:45 AM	0	4	0	0	4	0	11	3	0	14	0	0	0	0	0	5	9	0	0	14	32
8:00 AM	0	4	0	0	4	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	27
8:15 AM	0	9	0	0	9	0	7	2	0	9	0	0	0	0	0	2	3	0	0	5	23
Total Volume	0	21	1	0	22	0	33	6	0	39	0	0	0	0	0	13	27	0	0	40	101
% Approach Total	0.0	95.5	4.5	0.0		0.0	84.6	15.4	0.0		0.0	0.0	0.0	0.0		32.5	67.5	0.0	0.0		
PHF	0.000	0.583	0.250	0.000	0.611	0.000	0.750	0.500	0.000	0.696	0.000	0.000	0.000	0.000	0.000	0.650	0.750	0.000	0.000	0.714	0.789
Buses	0	18	1	0	19	0	16	2	0	18	0	0	0	0	0	8	5	0	0	13	50
Buses %	0.0	85.7	100.0	0.0	86.4	0.0	48.5	33.3	0.0	46.2	0.0	0.0	0.0	0.0	0.0	61.5	18.5	0.0	0.0	32.5	49.5
Single-Unit Trucks	0	3	0	0	3	0	16	4	0	20	0	0	0	0	0	5	17	0	0	22	45
Single-Unit %	0.0	14.3	0.0	0.0	13.6	0.0	48.5	66.7	0.0	51.3	0.0	0.0	0.0	0.0	0.0	38.5	63.0	0.0	0.0	55.0	44.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	12.5	5.9
Buses	0	18	1	0	19	0	16	2	0	18	0	0	0	0	0	8	5	0	0	13	50
Single-Unit Trucks	0	3	0	0	3	0	16	4	0	20	0	0	0	0	0	5	17	0	0	22	45
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Total Entering Leg	0	21	1	0	22	0	33	6	0	39	0	0	0	0	0	13	27	0	0	40	101
Buses					0					6					28					16	50
Single-Unit Trucks					0					17					12					16	45
Articulated Trucks					0					5					0					1	6
Total Exiting Leg					0					28					40					33	101

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	27	5	0	32	0	76	13	0	89	0	0	0	0	0	22	97	0	0	119	240
7:15 AM	0	34	6	0	40	0	112	22	0	134	0	0	0	0	0	37	104	0	0	141	315
7:30 AM	0	50	2	0	52	0	94	23	0	117	0	0	0	0	0	47	103	0	0	150	319
7:45 AM	0	66	9	0	75	0	129	34	0	163	0	0	0	0	0	51	93	0	0	144	382
Total	0	177	22	0	199	0	411	92	0	503	0	0	0	0	0	157	397	0	0	554	1256
8:00 AM	0	77	6	0	83	0	99	31	0	130	0	0	0	0	0	44	100	0	0	144	357
8:15 AM	0	61	4	0	65	0	98	38	0	136	0	0	0	0	0	47	102	0	0	149	350
8:30 AM	0	48	7	0	55	0	100	36	0	136	0	0	0	0	0	36	91	0	0	127	318
8:45 AM	0	69	2	0	71	0	94	35	0	129	0	0	0	0	0	56	123	0	0	179	379
Total	0	255	19	0	274	0	391	140	0	531	0	0	0	0	0	183	416	0	0	599	1404
Grand Total	0	432	41	0	473	0	802	232	0	1034	0	0	0	0	0	340	813	0	0	1153	2660
Approach %	0.0	91.3	8.7	0.0		0.0	77.6	22.4	0.0		0.0	0.0	0.0	0.0		29.5	70.5	0.0	0.0		
Total %	0.0	16.2	1.5	0.0	17.8	0.0	30.2	8.7	0.0	38.9	0.0	0.0	0.0	0.0	0.0	12.8	30.6	0.0	0.0	43.3	
Exiting Leg Total					0					854					1004					802	2660

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	50	2	0	52	0	94	23	0	117	0	0	0	0	0	47	103	0	0	150	319
7:45 AM	0	66	9	0	75	0	129	34	0	163	0	0	0	0	0	51	93	0	0	144	382
8:00 AM	0	77	6	0	83	0	99	31	0	130	0	0	0	0	0	44	100	0	0	144	357
8:15 AM	0	61	4	0	65	0	98	38	0	136	0	0	0	0	0	47	102	0	0	149	350
Total Volume	0	254	21	0	275	0	420	126	0	546	0	0	0	0	0	189	398	0	0	587	1408
% Approach Total	0.0	92.4	7.6	0.0		0.0	76.9	23.1	0.0		0.0	0.0	0.0	0.0		32.2	67.8	0.0	0.0		
PHF	0.000	0.825	0.583	0.000	0.828	0.000	0.814	0.829	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.926	0.966	0.000	0.000	0.978	0.921
Entering Leg	0	254	21	0	275	0	420	126	0	546	0	0	0	0	0	189	398	0	0	587	1408
Exiting Leg					0					419					569					420	1408
Total					275					965					569					1007	2816

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	9	1	0	10	0	0	0	0	0	3	10	0	0	13	26
7:15 AM	0	7	1	0	8	0	14	2	0	16	0	0	0	0	0	3	14	0	0	17	41
7:30 AM	0	6	0	0	6	0	9	3	0	12	0	0	0	0	0	0	14	0	0	14	32
7:45 AM	0	7	0	0	7	0	16	5	0	21	0	0	0	0	0	2	11	0	0	13	41
Total	0	23	1	0	24	0	48	11	0	59	0	0	0	0	0	8	49	0	0	57	140
8:00 AM	0	4	1	0	5	0	15	5	0	20	0	0	0	0	0	3	8	0	0	11	36
8:15 AM	0	2	0	0	2	0	10	5	0	15	0	0	0	0	0	4	11	0	0	15	32
8:30 AM	0	6	1	0	7	0	8	4	0	12	0	0	0	0	0	1	9	0	0	10	29
8:45 AM	0	10	1	0	11	0	6	1	0	7	0	0	0	0	0	6	8	0	0	14	32
Total	0	22	3	0	25	0	39	15	0	54	0	0	0	0	0	14	36	0	0	50	129
Grand Total	0	45	4	0	49	0	87	26	0	113	0	0	0	0	0	22	85	0	0	107	269
Approach %	0.0	91.8	8.2	0.0		0.0	77.0	23.0	0.0		0.0	0.0	0.0	0.0		20.6	79.4	0.0	0.0		
Total %	0.0	16.7	1.5	0.0	18.2	0.0	32.3	9.7	0.0	42.0	0.0	0.0	0.0	0.0	0.0	8.2	31.6	0.0	0.0	39.8	
Exiting Leg Total					0					89					93					87	269

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	7	1	0	8	0	14	2	0	16	0	0	0	0	0	3	14	0	0	17	41
7:30 AM	0	6	0	0	6	0	9	3	0	12	0	0	0	0	0	0	14	0	0	14	32
7:45 AM	0	7	0	0	7	0	16	5	0	21	0	0	0	0	0	2	11	0	0	13	41
8:00 AM	0	4	1	0	5	0	15	5	0	20	0	0	0	0	0	3	8	0	0	11	36
Total Volume	0	24	2	0	26	0	54	15	0	69	0	0	0	0	0	8	47	0	0	55	150
% Approach Total	0.0	92.3	7.7	0.0		0.0	78.3	21.7	0.0		0.0	0.0	0.0	0.0		14.5	85.5	0.0	0.0		
PHF	0.000	0.857	0.500	0.000	0.813	0.000	0.844	0.750	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.667	0.839	0.000	0.000	0.809	0.915
Entering Leg	0	24	2	0	26	0	54	15	0	69	0	0	0	0	0	8	47	0	0	55	150
Exiting Leg					0					49					47					54	150
Total					26					118					47					109	300

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	8
7:15 AM	0	4	0	0	4	0	5	1	0	6	0	0	0	0	0	1	0	0	0	1	11
7:30 AM	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	11
7:45 AM	0	3	0	0	3	0	7	2	0	9	0	0	0	0	0	3	2	0	0	5	17
Total	0	13	1	0	14	0	15	3	0	18	0	0	0	0	0	9	6	0	0	15	47
8:00 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	9
8:15 AM	0	9	0	0	9	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	13
8:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	6
8:45 AM	0	3	1	0	4	0	3	2	0	5	0	0	0	0	0	1	2	0	0	3	12
Total	0	15	1	0	16	0	12	2	0	14	0	0	0	0	0	5	5	0	0	10	40
Grand Total	0	28	2	0	30	0	27	5	0	32	0	0	0	0	0	14	11	0	0	25	87
Approach %	0.0	93.3	6.7	0.0		0.0	84.4	15.6	0.0		0.0	0.0	0.0	0.0		56.0	44.0	0.0	0.0		
Total %	0.0	32.2	2.3	0.0	34.5	0.0	31.0	5.7	0.0	36.8	0.0	0.0	0.0	0.0	0.0	16.1	12.6	0.0	0.0	28.7	
Exiting Leg Total					0					13					47					27	87

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	11
7:45 AM	0	3	0	0	3	0	7	2	0	9	0	0	0	0	0	3	2	0	0	5	17
8:00 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	9
8:15 AM	0	9	0	0	9	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	13
Total Volume	0	18	1	0	19	0	16	2	0	18	0	0	0	0	0	8	5	0	0	13	50
% Approach Total	0.0	94.7	5.3	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		61.5	38.5	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.528	0.000	0.571	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667	0.625	0.000	0.000	0.650	0.735
Entering Leg	0	18	1	0	19	0	16	2	0	18	0	0	0	0	0	8	5	0	0	13	50
Exiting Leg					0					6					28					16	50
Total					19					24					28					29	100

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
7:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3	3	0	0	6	9
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7
7:45 AM	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	2	7	0	0	9	15
Total	0	3	0	0	3	0	8	2	0	10	0	0	0	0	0	6	16	0	0	22	35
8:00 AM	0	2	0	0	2	0	6	1	0	7	0	0	0	0	0	1	5	0	0	6	15
8:15 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	1	0	0	2	8
8:30 AM	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	7
8:45 AM	0	2	0	0	2	0	5	4	0	9	0	0	0	0	0	2	7	0	0	9	20
Total	0	6	0	0	6	0	18	8	0	26	0	0	0	0	0	4	14	0	0	18	50
Grand Total	0	9	0	0	9	0	26	10	0	36	0	0	0	0	0	10	30	0	0	40	85
Approach %	0.0	100.0	0.0	0.0		0.0	72.2	27.8	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	10.6	0.0	0.0	10.6	0.0	30.6	11.8	0.0	42.4	0.0	0.0	0.0	0.0	0.0	11.8	35.3	0.0	0.0	47.1	
Exiting Leg Total					0					30					29					26	85

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	2	0	0	2	0	6	1	0	7	0	0	0	0	0	1	5	0	0	6	15
8:15 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	1	0	0	2	8
8:30 AM	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	7
8:45 AM	0	2	0	0	2	0	5	4	0	9	0	0	0	0	0	2	7	0	0	9	20
Total Volume	0	6	0	0	6	0	18	8	0	26	0	0	0	0	0	4	14	0	0	18	50
% Approach Total	0.0	100.0	0.0	0.0		0.0	69.2	30.8	0.0		0.0	0.0	0.0	0.0		22.2	77.8	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.750	0.500	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.625
Entering Leg	0	6	0	0	6	0	18	8	0	26	0	0	0	0	0	4	14	0	0	18	50
Exiting Leg					0					14					18					18	50
Total					6					40					18					36	100

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Warren Avenue					Pleasant Street					Warren Avenue					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	0.0	72.7	
Exiting Leg Total					0					8					0					3	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Warren Avenue					Pleasant Street					Warren Avenue					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
Exiting Leg					0					6					0					3	9
Total					0					9					0					9	18

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4
Grand Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total							0							2							2							0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	3
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.333
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4
Exiting Leg							0							2							2							0	4
Total							1							3							3							1	8

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	0	3	3	0	0	0	0	2	3	5	12
7:15 AM	0	0	0	0	0	5	5	0	0	0	0	3	0	3	0	0	0	0	1	1	2	0	0	0	0	2	0	2	12
7:30 AM	0	0	0	0	0	6	6	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	4	13
7:45 AM	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	0	4	4	14
Total	0	0	0	0	3	15	18	0	0	0	0	9	3	12	0	0	0	0	1	5	6	0	0	0	0	8	7	15	51
8:00 AM	0	0	0	0	4	3	7	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15
8:15 AM	0	0	0	0	1	1	2	0	0	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0	0	0	2	2	15
8:30 AM	0	0	0	0	7	2	9	0	0	0	0	3	5	8	0	0	0	0	2	0	2	0	0	0	0	0	2	2	21
8:45 AM	0	0	0	0	1	4	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	13	10	23	0	0	0	0	13	15	28	0	0	0	0	2	0	2	0	0	0	0	0	5	5	58
Grand Total	0	0	0	0	16	25	41	0	0	0	0	22	18	40	0	0	0	0	3	5	8	0	0	0	0	8	12	20	109
Approach %	0	0	0	0	39	61		0	0	0	0	55	45		0	0	0	0	37.5	62.5		0	0	0	0	40	60		
Total %	0	0	0	0	14.7	22.9	37.6	0	0	0	0	20.2	16.5	36.7	0	0	0	0	2.75	4.59	7.34	0	0	0	0	7.34	11	18.3	
Exiting Leg Total							41							40							8							20	109

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	0	4	4	14
8:00 AM	0	0	0	0	4	3	7	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15
8:15 AM	0	0	0	0	1	1	2	0	0	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0	0	0	2	2	15
8:30 AM	0	0	0	0	7	2	9	0	0	0	0	3	5	8	0	0	0	0	2	0	2	0	0	0	0	0	2	2	21
Total Volume	0	0	0	0	14	10	24	0	0	0	0	12	17	29	0	0	0	0	2	1	3	0	0	0	0	0	9	9	65
% Approach Total	0.0	0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	0.0	41.4	58.6		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.625	0.667	0.000	0.000	0.000	0.000	0.429	0.708	0.659	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.563	0.563	0.774
Entering Leg	0	0	0	0	14	10	24	0	0	0	0	12	17	29	0	0	0	0	2	1	3	0	0	0	0	0	9	9	65
Exiting Leg							24							29							3							9	65
Total							48							58							6							18	130

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	93	13	0	107	0	138	51	0	189	0	0	0	0	0	65	120	0	0	185	481
4:15 PM	0	102	4	0	106	0	139	43	0	182	0	0	0	0	0	48	129	0	0	177	465
4:30 PM	0	72	2	0	74	0	134	54	0	188	0	0	0	0	0	57	124	0	0	181	443
4:45 PM	0	97	9	0	106	0	142	48	0	190	0	0	0	0	0	44	125	0	0	169	465
Total	1	364	28	0	393	0	553	196	0	749	0	0	0	0	0	214	498	0	0	712	1854
5:00 PM	0	101	3	0	104	0	137	53	0	190	0	0	0	0	0	57	129	0	0	186	480
5:15 PM	0	82	3	0	85	0	117	48	0	165	0	0	0	0	0	50	119	0	0	169	419
5:30 PM	3	88	10	0	101	0	118	52	0	170	0	0	0	0	0	42	121	0	0	163	434
5:45 PM	2	96	9	0	107	0	124	32	0	156	0	0	0	0	0	47	113	0	0	160	423
Total	5	367	25	0	397	0	496	185	0	681	0	0	0	0	0	196	482	0	0	678	1756
Grand Total	6	731	53	0	790	0	1049	381	0	1430	0	0	0	0	0	410	980	0	0	1390	3610
Approach %	0.8	92.5	6.7	0.0		0.0	73.4	26.6	0.0		0.0	0.0	0.0	0.0		29.5	70.5	0.0	0.0		
Total %	0.2	20.2	1.5	0.0	21.9	0.0	29.1	10.6	0.0	39.6	0.0	0.0	0.0	0.0	0.0	11.4	27.1	0.0	0.0	38.5	
Exiting Leg Total					0					1033					1522					1055	3610
Cars	5	714	52	0	771	0	1027	378	0	1405	0	0	0	0	0	394	965	0	0	1359	3535
% Cars	83.3	97.7	98.1	0.0	97.6	0.0	97.9	99.2	0.0	98.3	0.0	0.0	0.0	0.0	0.0	96.1	98.5	0.0	0.0	97.8	97.9
Exiting Leg Total					0					1017					1486					1032	3535
Heavy Vehicles	1	17	1	0	19	0	22	3	0	25	0	0	0	0	0	16	15	0	0	31	75
% Heavy Vehicles	16.7	2.3	1.9	0.0	2.4	0.0	2.1	0.8	0.0	1.7	0.0	0.0	0.0	0.0	0.0	3.9	1.5	0.0	0.0	2.2	2.1
Exiting Leg Total					0					16					36					23	75

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	93	13	0	107	0	138	51	0	189	0	0	0	0	0	65	120	0	0	185	481
4:15 PM	0	102	4	0	106	0	139	43	0	182	0	0	0	0	0	48	129	0	0	177	465
4:30 PM	0	72	2	0	74	0	134	54	0	188	0	0	0	0	0	57	124	0	0	181	443
4:45 PM	0	97	9	0	106	0	142	48	0	190	0	0	0	0	0	44	125	0	0	169	465
Total Volume	1	364	28	0	393	0	553	196	0	749	0	0	0	0	0	214	498	0	0	712	1854
% Approach Total	0.3	92.6	7.1	0.0		0.0	73.8	26.2	0.0		0.0	0.0	0.0	0.0		30.1	69.9	0.0	0.0		
PHF	0.250	0.892	0.538	0.000	0.918	0.000	0.974	0.907	0.000	0.986	0.000	0.000	0.000	0.000	0.000	0.823	0.965	0.000	0.000	0.962	0.964
Cars	1	354	27	0	382	0	540	194	0	734	0	0	0	0	0	204	489	0	0	693	1809
Cars %	100.0	97.3	96.4	0.0	97.2	0.0	97.6	99.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	95.3	98.2	0.0	0.0	97.3	97.6
Heavy Vehicles	0	10	1	0	11	0	13	2	0	15	0	0	0	0	0	10	9	0	0	19	45
Heavy Vehicles %	0.0	2.7	3.6	0.0	2.8	0.0	2.4	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	4.7	1.8	0.0	0.0	2.7	2.4
Cars Enter Leg	1	354	27	0	382	0	540	194	0	734	0	0	0	0	0	204	489	0	0	693	1809
Heavy Enter Leg	0	10	1	0	11	0	13	2	0	15	0	0	0	0	0	10	9	0	0	19	45
Total Entering Leg	1	364	28	0	393	0	553	196	0	749	0	0	0	0	0	214	498	0	0	712	1854
Cars Exiting Leg					0					516					752					541	1809
Heavy Exiting Leg					0					10					22					13	45
Total Exiting Leg					0					526					774					554	1854

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	88	13	0	102	0	132	51	0	183	0	0	0	0	0	61	116	0	0	177	462
4:15 PM	0	101	3	0	104	0	135	42	0	177	0	0	0	0	0	45	127	0	0	172	453
4:30 PM	0	71	2	0	73	0	132	53	0	185	0	0	0	0	0	56	123	0	0	179	437
4:45 PM	0	94	9	0	103	0	141	48	0	189	0	0	0	0	0	42	123	0	0	165	457
Total	1	354	27	0	382	0	540	194	0	734	0	0	0	0	0	204	489	0	0	693	1809
5:00 PM	0	97	3	0	100	0	134	53	0	187	0	0	0	0	0	55	127	0	0	182	469
5:15 PM	0	82	3	0	85	0	115	47	0	162	0	0	0	0	0	50	118	0	0	168	415
5:30 PM	2	86	10	0	98	0	117	52	0	169	0	0	0	0	0	39	120	0	0	159	426
5:45 PM	2	95	9	0	106	0	121	32	0	153	0	0	0	0	0	46	111	0	0	157	416
Total	4	360	25	0	389	0	487	184	0	671	0	0	0	0	0	190	476	0	0	666	1726
Grand Total	5	714	52	0	771	0	1027	378	0	1405	0	0	0	0	0	394	965	0	0	1359	3535
Approach %	0.6	92.6	6.7	0.0		0.0	73.1	26.9	0.0		0.0	0.0	0.0	0.0		29.0	71.0	0.0	0.0		
Total %	0.1	20.2	1.5	0.0	21.8	0.0	29.1	10.7	0.0	39.7	0.0	0.0	0.0	0.0	0.0	11.1	27.3	0.0	0.0	38.4	
Exiting Leg Total					0					1017					1486					1032	3535

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	101	3	0	104	0	135	42	0	177	0	0	0	0	0	45	127	0	0	172	453
4:30 PM	0	71	2	0	73	0	132	53	0	185	0	0	0	0	0	56	123	0	0	179	437
4:45 PM	0	94	9	0	103	0	141	48	0	189	0	0	0	0	0	42	123	0	0	165	457
5:00 PM	0	97	3	0	100	0	134	53	0	187	0	0	0	0	0	55	127	0	0	182	469
Total Volume	0	363	17	0	380	0	542	196	0	738	0	0	0	0	0	198	500	0	0	698	1816
% Approach Total	0.0	95.5	4.5	0.0		0.0	73.4	26.6	0.0		0.0	0.0	0.0	0.0		28.4	71.6	0.0	0.0		
PHF	0.000	0.899	0.472	0.000	0.913	0.000	0.961	0.925	0.000	0.976	0.000	0.000	0.000	0.000	0.000	0.884	0.984	0.000	0.000	0.959	0.968
Entering Leg	0	363	17	0	380	0	542	196	0	738	0	0	0	0	0	198	500	0	0	698	1816
Exiting Leg					0					517					757					542	1816
Total					380					1255					757					1240	3632

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	4	4	0	0	8	19
4:15 PM	0	1	1	0	2	0	4	1	0	5	0	0	0	0	0	3	2	0	0	5	12
4:30 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	6
4:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	8
Total	0	10	1	0	11	0	13	2	0	15	0	0	0	0	0	10	9	0	0	19	45
5:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	11
5:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
5:30 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	8
5:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	7
Total	1	7	0	0	8	0	9	1	0	10	0	0	0	0	0	6	6	0	0	12	30
Grand Total	1	17	1	0	19	0	22	3	0	25	0	0	0	0	0	16	15	0	0	31	75
Approach %	5.3	89.5	5.3	0.0		0.0	88.0	12.0	0.0		0.0	0.0	0.0	0.0		51.6	48.4	0.0	0.0		
Total %	1.3	22.7	1.3	0.0	25.3	0.0	29.3	4.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	21.3	20.0	0.0	0.0	41.3	
Exiting Leg Total					0					16					36					23	75
Buses	1	9	0	0	10	0	8	1	0	9	0	0	0	0	0	8	5	0	0	13	32
% Buses	100.0	52.9	0.0	0.0	52.6	0.0	36.4	33.3	0.0	36.0	0.0	0.0	0.0	0.0	0.0	50.0	33.3	0.0	0.0	41.9	42.7
Exiting Leg Total					0					5					18					9	32
Single-Unit Trucks	0	8	1	0	9	0	9	2	0	11	0	0	0	0	0	8	10	0	0	18	38
% Single-Unit	0.0	47.1	100.0	0.0	47.4	0.0	40.9	66.7	0.0	44.0	0.0	0.0	0.0	0.0	0.0	50.0	66.7	0.0	0.0	58.1	50.7
Exiting Leg Total					0					11					18					9	38
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Exiting Leg Total					0					0					0					5	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	4	4	0	0	8	19
4:15 PM	0	1	1	0	2	0	4	1	0	5	0	0	0	0	0	3	2	0	0	5	12
4:30 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	6
4:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	8
Total Volume	0	10	1	0	11	0	13	2	0	15	0	0	0	0	0	10	9	0	0	19	45
% Approach Total	0.0	90.9	9.1	0.0		0.0	86.7	13.3	0.0		0.0	0.0	0.0	0.0		52.6	47.4	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.550	0.000	0.542	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625	0.563	0.000	0.000	0.594	0.592
Buses	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	4	4	0	0	8	17
Buses %	0.0	40.0	0.0	0.0	36.4	0.0	30.8	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40.0	44.4	0.0	0.0	42.1	37.8
Single-Unit Trucks	0	6	1	0	7	0	6	1	0	7	0	0	0	0	0	6	5	0	0	11	25
Single-Unit %	0.0	60.0	100.0	0.0	63.6	0.0	46.2	50.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	60.0	55.6	0.0	0.0	57.9	55.6
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	4	4	0	0	8	17
Single-Unit Trucks	0	6	1	0	7	0	6	1	0	7	0	0	0	0	0	6	5	0	0	11	25
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Entering Leg	0	10	1	0	11	0	13	2	0	15	0	0	0	0	0	10	9	0	0	19	45
Buses					0					4					9					4	17
Single-Unit Trucks					0					6					13					6	25
Articulated Trucks					0					0					0					3	3
Total Exiting Leg					0					10					22					13	45

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	73	11	0	85	0	113	47	0	160	0	0	0	0	0	56	103	0	0	159	404
4:15 PM	0	93	1	0	94	0	120	34	0	154	0	0	0	0	0	42	113	0	0	155	403
4:30 PM	0	67	2	0	69	0	117	47	0	164	0	0	0	0	0	48	117	0	0	165	398
4:45 PM	0	85	7	0	92	0	127	44	0	171	0	0	0	0	0	36	113	0	0	149	412
Total	1	318	21	0	340	0	477	172	0	649	0	0	0	0	0	182	446	0	0	628	1617
5:00 PM	0	87	2	0	89	0	127	50	0	177	0	0	0	0	0	46	113	0	0	159	425
5:15 PM	0	77	3	0	80	0	113	41	0	154	0	0	0	0	0	48	109	0	0	157	391
5:30 PM	2	77	9	0	88	0	107	48	0	155	0	0	0	0	0	38	109	0	0	147	390
5:45 PM	1	86	9	0	96	0	110	31	0	141	0	0	0	0	0	44	98	0	0	142	379
Total	3	327	23	0	353	0	457	170	0	627	0	0	0	0	0	176	429	0	0	605	1585
Grand Total	4	645	44	0	693	0	934	342	0	1276	0	0	0	0	0	358	875	0	0	1233	3202
Approach %	0.6	93.1	6.3	0.0		0.0	73.2	26.8	0.0		0.0	0.0	0.0	0.0		29.0	71.0	0.0	0.0		
Total %	0.1	20.1	1.4	0.0	21.6	0.0	29.2	10.7	0.0	39.9	0.0	0.0	0.0	0.0	0.0	11.2	27.3	0.0	0.0	38.5	
Exiting Leg Total					0					919					1345					938	3202

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	93	1	0	94	0	120	34	0	154	0	0	0	0	0	42	113	0	0	155	403
4:30 PM	0	67	2	0	69	0	117	47	0	164	0	0	0	0	0	48	117	0	0	165	398
4:45 PM	0	85	7	0	92	0	127	44	0	171	0	0	0	0	0	36	113	0	0	149	412
5:00 PM	0	87	2	0	89	0	127	50	0	177	0	0	0	0	0	46	113	0	0	159	425
Total Volume	0	332	12	0	344	0	491	175	0	666	0	0	0	0	0	172	456	0	0	628	1638
% Approach Total	0.0	96.5	3.5	0.0		0.0	73.7	26.3	0.0		0.0	0.0	0.0	0.0		27.4	72.6	0.0	0.0		
PHF	0.000	0.892	0.429	0.000	0.915	0.000	0.967	0.875	0.000	0.941	0.000	0.000	0.000	0.000	0.000	0.896	0.974	0.000	0.000	0.952	0.964
Entering Leg	0	332	12	0	344	0	491	175	0	666	0	0	0	0	0	172	456	0	0	628	1638
Exiting Leg					0					468					679					491	1638
Total					344					1134					679					1119	3276

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	15	2	0	17	0	18	4	0	22	0	0	0	0	0	5	13	0	0	18	57
4:15 PM	0	7	2	0	9	0	15	8	0	23	0	0	0	0	0	3	14	0	0	17	49
4:30 PM	0	4	0	0	4	0	15	4	0	19	0	0	0	0	0	8	6	0	0	14	37
4:45 PM	0	8	2	0	10	0	14	2	0	16	0	0	0	0	0	6	10	0	0	16	42
Total	0	34	6	0	40	0	62	18	0	80	0	0	0	0	0	22	43	0	0	65	185
5:00 PM	0	10	1	0	11	0	7	3	0	10	0	0	0	0	0	8	14	0	0	22	43
5:15 PM	0	5	0	0	5	0	2	6	0	8	0	0	0	0	0	2	9	0	0	11	24
5:30 PM	0	9	1	0	10	0	10	4	0	14	0	0	0	0	0	1	11	0	0	12	36
5:45 PM	1	9	0	0	10	0	11	1	0	12	0	0	0	0	0	2	13	0	0	15	37
Total	1	33	2	0	36	0	30	14	0	44	0	0	0	0	0	13	47	0	0	60	140
Grand Total	1	67	8	0	76	0	92	32	0	124	0	0	0	0	0	35	90	0	0	125	325
Approach %	1.3	88.2	10.5	0.0		0.0	74.2	25.8	0.0		0.0	0.0	0.0	0.0		28.0	72.0	0.0	0.0		
Total %	0.3	20.6	2.5	0.0	23.4	0.0	28.3	9.8	0.0	38.2	0.0	0.0	0.0	0.0	0.0	10.8	27.7	0.0	0.0	38.5	
Exiting Leg Total					0					98					134					93	325

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	15	2	0	17	0	18	4	0	22	0	0	0	0	0	5	13	0	0	18	57
4:15 PM	0	7	2	0	9	0	15	8	0	23	0	0	0	0	0	3	14	0	0	17	49
4:30 PM	0	4	0	0	4	0	15	4	0	19	0	0	0	0	0	8	6	0	0	14	37
4:45 PM	0	8	2	0	10	0	14	2	0	16	0	0	0	0	0	6	10	0	0	16	42
Total Volume	0	34	6	0	40	0	62	18	0	80	0	0	0	0	0	22	43	0	0	65	185
% Approach Total	0.0	85.0	15.0	0.0		0.0	77.5	22.5	0.0		0.0	0.0	0.0	0.0		33.8	66.2	0.0	0.0		
PHF	0.000	0.567	0.750	0.000	0.588	0.000	0.861	0.563	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.688	0.768	0.000	0.000	0.903	0.811
Entering Leg	0	34	6	0	40	0	62	18	0	80	0	0	0	0	0	22	43	0	0	65	185
Exiting Leg					0					49					74					62	185
Total					40					129					74					127	370

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	7
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
Total	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	4	4	0	0	8	17
5:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
5:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
Total	1	5	0	0	6	0	4	0	0	4	0	0	0	0	0	4	1	0	0	5	15
Grand Total	1	9	0	0	10	0	8	1	0	9	0	0	0	0	0	8	5	0	0	13	32
Approach %	10.0	90.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		61.5	38.5	0.0	0.0		
Total %	3.1	28.1	0.0	0.0	31.3	0.0	25.0	3.1	0.0	28.1	0.0	0.0	0.0	0.0	0.0	25.0	15.6	0.0	0.0	40.6	
Exiting Leg Total					0					5					18					9	32

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	7
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
Total Volume	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	4	4	0	0	8	17
% Approach Total	0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.333	0.000	1.000	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.667	0.607
Entering Leg	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	4	4	0	0	8	17
Exiting Leg					0					4					9					4	17
Total					4					9					9					12	34

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	2	3	0	0	5	11
4:15 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	2	2	0	0	4	8
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total	0	6	1	0	7	0	6	1	0	7	0	0	0	0	0	6	5	0	0	11	25
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
5:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	2	5	0	0	7	13
Grand Total	0	8	1	0	9	0	9	2	0	11	0	0	0	0	0	8	10	0	0	18	38
Approach %	0.0	88.9	11.1	0.0		0.0	81.8	18.2	0.0		0.0	0.0	0.0	0.0		44.4	55.6	0.0	0.0		
Total %	0.0	21.1	2.6	0.0	23.7	0.0	23.7	5.3	0.0	28.9	0.0	0.0	0.0	0.0	0.0	21.1	26.3	0.0	0.0	47.4	
Exiting Leg Total					0					11					18					9	38

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North					Pleasant Street from East					Warren Avenue from South					Pleasant Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	2	3	0	0	5	11
4:15 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	2	2	0	0	4	8
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total Volume	0	6	1	0	7	0	6	1	0	7	0	0	0	0	0	6	5	0	0	11	25
% Approach Total	0.0	85.7	14.3	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		54.5	45.5	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.583	0.000	0.375	0.250	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.750	0.417	0.000	0.000	0.550	0.568
Entering Leg	0	6	1	0	7	0	6	1	0	7	0	0	0	0	0	6	5	0	0	11	25
Exiting Leg					0					6					13					6	25
Total					7					13					13					17	50

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Warren Avenue					Pleasant Street					Warren Avenue					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					5	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	North Warren Avenue					Pleasant Street					Warren Avenue					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg					0					0					0					4	4
Total					0					4					0					4	8

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total							0							0							3							1	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							0							1							1	2
Total							0							2							1							1	4

PDI File #: **186458-2**
Location: **N: North Warren Avenue S: Warren Avenue**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	6	9	15	0	0	0	0	3	5	8	0	0	0	0	2	1	3	0	0	0	0	0	3	3	29
4:15 PM	0	0	0	0	3	8	11	0	0	0	0	2	7	9	0	0	0	0	0	2	2	0	0	0	0	4	0	4	26
4:30 PM	0	0	0	0	6	9	15	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	3	2	5	23
4:45 PM	0	0	0	0	6	2	8	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	5	3	8	19
Total	0	0	0	0	21	28	49	0	0	0	0	7	14	21	0	0	0	0	4	3	7	0	0	0	0	12	8	20	97
5:00 PM	0	0	0	0	7	6	13	0	0	0	0	6	3	9	0	0	0	0	1	2	3	0	0	0	0	3	5	8	33
5:15 PM	0	0	0	0	8	9	17	0	0	0	0	6	4	10	0	0	0	0	0	1	1	0	0	0	0	6	4	10	38
5:30 PM	0	0	0	0	5	6	11	0	0	0	0	2	3	5	0	0	0	0	1	1	2	0	0	0	0	3	0	3	21
5:45 PM	0	0	0	0	1	3	4	0	0	0	0	4	2	6	0	0	0	0	0	3	3	0	0	0	0	4	2	6	19
Total	0	0	0	0	21	24	45	0	0	0	0	18	12	30	0	0	0	0	2	7	9	0	0	0	0	16	11	27	111
Grand Total	0	0	0	0	42	52	94	0	0	0	0	25	26	51	0	0	0	0	6	10	16	0	0	0	0	28	19	47	208
Approach %	0	0	0	0	44.7	55.3		0	0	0	0	49	51		0	0	0	0	37.5	62.5		0	0	0	0	59.6	40.4		
Total %	0	0	0	0	20.2	25	45.2	0	0	0	0	12	12.5	24.5	0	0	0	0	2.88	4.81	7.69	0	0	0	0	13.5	9.13	22.6	
Exiting Leg Total							94							51							16							47	208

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	North Warren Avenue from North							Pleasant Street from East							Warren Avenue from South							Pleasant Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	6	9	15	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	3	2	5	23
4:45 PM	0	0	0	0	6	2	8	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	5	3	8	19
5:00 PM	0	0	0	0	7	6	13	0	0	0	0	6	3	9	0	0	0	0	1	2	3	0	0	0	0	3	5	8	33
5:15 PM	0	0	0	0	8	9	17	0	0	0	0	6	4	10	0	0	0	0	0	1	1	0	0	0	0	6	4	10	38
Total Volume	0	0	0	0	27	26	53	0	0	0	0	14	9	23	0	0	0	0	3	3	6	0	0	0	0	17	14	31	113
% Approach Total	0.0	0.0	0.0	0.0	50.9	49.1		0.0	0.0	0.0	0.0	60.9	39.1		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	54.8	45.2		
PHF	0.000	0.000	0.000	0.000	0.844	0.722	0.779	0.000	0.000	0.000	0.000	0.583	0.563	0.575	0.000	0.000	0.000	0.000	0.375	0.375	0.500	0.000	0.000	0.000	0.000	0.708	0.700	0.775	0.743
Entering Leg	0	0	0	0	27	26	53	0	0	0	0	14	9	23	0	0	0	0	3	3	6	0	0	0	0	17	14	31	113
Exiting Leg							53							23							6							31	113
Total							106							46							12							62	226

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	14	0	3	0	17	10	65	0	0	75	16	84	24	0	124	0	86	12	0	98	314
7:15 AM	23	0	8	0	31	14	93	0	0	107	23	88	49	0	160	0	109	20	0	129	427
7:30 AM	21	0	6	0	27	13	73	0	0	86	20	114	44	0	178	0	101	12	0	113	404
7:45 AM	37	0	9	0	46	12	115	0	0	127	15	114	65	0	194	0	108	20	0	128	495
Total	95	0	26	0	121	49	346	0	0	395	74	400	182	0	656	0	404	64	0	468	1640
8:00 AM	33	0	9	0	42	13	97	0	0	110	14	85	42	0	141	0	90	19	0	109	402
8:15 AM	31	0	8	0	39	15	86	0	0	101	18	102	35	0	155	0	88	17	0	105	400
8:30 AM	28	0	9	0	37	11	88	0	0	99	13	84	44	0	141	0	92	17	0	109	386
8:45 AM	30	0	17	0	47	24	81	0	0	105	17	90	35	0	142	0	96	22	0	118	412
Total	122	0	43	0	165	63	352	0	0	415	62	361	156	0	579	0	366	75	0	441	1600
Grand Total	217	0	69	0	286	112	698	0	0	810	136	761	338	0	1235	0	770	139	0	909	3240
Approach %	75.9	0.0	24.1	0.0		13.8	86.2	0.0	0.0		11.0	61.6	27.4	0.0		0.0	84.7	15.3	0.0		
Total %	6.7	0.0	2.1	0.0	8.8	3.5	21.5	0.0	0.0	25.0	4.2	23.5	10.4	0.0	38.1	0.0	23.8	4.3	0.0	28.1	
Exiting Leg Total					1012					975					0					1253	3240
Cars	204	0	67	0	271	105	661	0	0	766	134	717	315	0	1166	0	738	127	0	865	3068
% Cars	94.0	0.0	97.1	0.0	94.8	93.8	94.7	0.0	0.0	94.6	98.5	94.2	93.2	0.0	94.4	0.0	95.8	91.4	0.0	95.2	94.7
Exiting Leg Total					949					939					0					1180	3068
Heavy Vehicles	13	0	2	0	15	7	37	0	0	44	2	44	23	0	69	0	32	12	0	44	172
% Heavy Vehicles	6.0	0.0	2.9	0.0	5.2	6.3	5.3	0.0	0.0	5.4	1.5	5.8	6.8	0.0	5.6	0.0	4.2	8.6	0.0	4.8	5.3
Exiting Leg Total					63					36					0					73	172

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	23	0	8	0	31	14	93	0	0	107	23	88	49	0	160	0	109	20	0	129	427
7:30 AM	21	0	6	0	27	13	73	0	0	86	20	114	44	0	178	0	101	12	0	113	404
7:45 AM	37	0	9	0	46	12	115	0	0	127	15	114	65	0	194	0	108	20	0	128	495
8:00 AM	33	0	9	0	42	13	97	0	0	110	14	85	42	0	141	0	90	19	0	109	402
Total Volume	114	0	32	0	146	52	378	0	0	430	72	401	200	0	673	0	408	71	0	479	1728
% Approach Total	78.1	0.0	21.9	0.0		12.1	87.9	0.0	0.0		10.7	59.6	29.7	0.0		0.0	85.2	14.8	0.0		
PHF	0.770	0.000	0.889	0.000	0.793	0.929	0.822	0.000	0.000	0.846	0.783	0.879	0.769	0.000	0.867	0.000	0.936	0.888	0.000	0.928	0.873
Cars	107	0	32	0	139	48	358	0	0	406	72	376	184	0	632	0	392	64	0	456	1633
Cars %	93.9	0.0	100.0	0.0	95.2	92.3	94.7	0.0	0.0	94.4	100.0	93.8	92.0	0.0	93.9	0.0	96.1	90.1	0.0	95.2	94.5
Heavy Vehicles	7	0	0	0	7	4	20	0	0	24	0	25	16	0	41	0	16	7	0	23	95
Heavy Vehicles %	6.1	0.0	0.0	0.0	4.8	7.7	5.3	0.0	0.0	5.6	0.0	6.2	8.0	0.0	6.1	0.0	3.9	9.9	0.0	4.8	5.5
Cars Enter Leg	107	0	32	0	139	48	358	0	0	406	72	376	184	0	632	0	392	64	0	456	1633
Heavy Enter Leg	7	0	0	0	7	4	20	0	0	24	0	25	16	0	41	0	16	7	0	23	95
Total Entering Leg	114	0	32	0	146	52	378	0	0	430	72	401	200	0	673	0	408	71	0	479	1728
Cars Exiting Leg					488					496					0					649	1633
Heavy Exiting Leg					36					16					0					43	95
Total Exiting Leg					524					512					0					692	1728

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	13	0	3	0	16	9	63	0	0	72	15	78	24	0	117	0	83	9	0	92	297
7:15 AM	22	0	8	0	30	12	88	0	0	100	23	79	47	0	149	0	109	17	0	126	405
7:30 AM	21	0	6	0	27	13	69	0	0	82	20	110	41	0	171	0	95	12	0	107	387
7:45 AM	33	0	9	0	42	11	111	0	0	122	15	111	59	0	185	0	104	17	0	121	470
Total	89	0	26	0	115	45	331	0	0	376	73	378	171	0	622	0	391	55	0	446	1559
8:00 AM	31	0	9	0	40	12	90	0	0	102	14	76	37	0	127	0	84	18	0	102	371
8:15 AM	29	0	6	0	35	14	81	0	0	95	17	98	33	0	148	0	87	16	0	103	381
8:30 AM	27	0	9	0	36	11	84	0	0	95	13	80	42	0	135	0	87	17	0	104	370
8:45 AM	28	0	17	0	45	23	75	0	0	98	17	85	32	0	134	0	89	21	0	110	387
Total	115	0	41	0	156	60	330	0	0	390	61	339	144	0	544	0	347	72	0	419	1509
Grand Total	204	0	67	0	271	105	661	0	0	766	134	717	315	0	1166	0	738	127	0	865	3068
Approach %	75.3	0.0	24.7	0.0		13.7	86.3	0.0	0.0		11.5	61.5	27.0	0.0		0.0	85.3	14.7	0.0		
Total %	6.6	0.0	2.2	0.0	8.8	3.4	21.5	0.0	0.0	25.0	4.4	23.4	10.3	0.0	38.0	0.0	24.1	4.1	0.0	28.2	
Exiting Leg Total					949					939					0					1180	3068

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	22	0	8	0	30	12	88	0	0	100	23	79	47	0	149	0	109	17	0	126	405
7:30 AM	21	0	6	0	27	13	69	0	0	82	20	110	41	0	171	0	95	12	0	107	387
7:45 AM	33	0	9	0	42	11	111	0	0	122	15	111	59	0	185	0	104	17	0	121	470
8:00 AM	31	0	9	0	40	12	90	0	0	102	14	76	37	0	127	0	84	18	0	102	371
Total Volume	107	0	32	0	139	48	358	0	0	406	72	376	184	0	632	0	392	64	0	456	1633
% Approach Total	77.0	0.0	23.0	0.0		11.8	88.2	0.0	0.0		11.4	59.5	29.1	0.0		0.0	86.0	14.0	0.0		
PHF	0.811	0.000	0.889	0.000	0.827	0.923	0.806	0.000	0.000	0.832	0.783	0.847	0.780	0.000	0.854	0.000	0.899	0.889	0.000	0.905	0.869
Entering Leg	107	0	32	0	139	48	358	0	0	406	72	376	184	0	632	0	392	64	0	456	1633
Exiting Leg					488					496					0					649	1633
Total					627					902					632					1105	3266

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	1	2	0	0	3	1	6	0	0	7	0	3	3	0	6	17
7:15 AM	1	0	0	0	1	2	5	0	0	7	0	9	2	0	11	0	0	3	0	3	22
7:30 AM	0	0	0	0	0	0	4	0	0	4	0	4	3	0	7	0	6	0	0	6	17
7:45 AM	4	0	0	0	4	1	4	0	0	5	0	3	6	0	9	0	4	3	0	7	25
Total	6	0	0	0	6	4	15	0	0	19	1	22	11	0	34	0	13	9	0	22	81
8:00 AM	2	0	0	0	2	1	7	0	0	8	0	9	5	0	14	0	6	1	0	7	31
8:15 AM	2	0	2	0	4	1	5	0	0	6	1	4	2	0	7	0	1	1	0	2	19
8:30 AM	1	0	0	0	1	0	4	0	0	4	0	4	2	0	6	0	5	0	0	5	16
8:45 AM	2	0	0	0	2	1	6	0	0	7	0	5	3	0	8	0	7	1	0	8	25
Total	7	0	2	0	9	3	22	0	0	25	1	22	12	0	35	0	19	3	0	22	91
Grand Total	13	0	2	0	15	7	37	0	0	44	2	44	23	0	69	0	32	12	0	44	172
Approach %	86.7	0.0	13.3	0.0		15.9	84.1	0.0	0.0		2.9	63.8	33.3	0.0		0.0	72.7	27.3	0.0		
Total %	7.6	0.0	1.2	0.0	8.7	4.1	21.5	0.0	0.0	25.6	1.2	25.6	13.4	0.0	40.1	0.0	18.6	7.0	0.0	25.6	
Exiting Leg Total					63					36					0					73	172
Buses	4	0	0	0	4	7	19	0	0	26	1	28	12	0	41	0	7	4	0	11	82
% Buses	30.8	0.0	0.0	0.0	26.7	100.0	51.4	0.0	0.0	59.1	50.0	63.6	52.2	0.0	59.4	0.0	21.9	33.3	0.0	25.0	47.7
Exiting Leg Total					39					8					0					35	82
Single-Unit Trucks	9	0	2	0	11	0	16	0	0	16	1	14	10	0	25	0	17	8	0	25	77
% Single-Unit	69.2	0.0	100.0	0.0	73.3	0.0	43.2	0.0	0.0	36.4	50.0	31.8	43.5	0.0	36.2	0.0	53.1	66.7	0.0	56.8	44.8
Exiting Leg Total					22					20					0					35	77
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	8	0	0	8	13
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.5	0.0	4.5	4.3	0.0	4.3	0.0	25.0	0.0	0.0	18.2	7.6
Exiting Leg Total					2					8					0					3	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	0	0	0	1	2	5	0	0	7	0	9	2	0	11	0	0	3	0	3	22
7:30 AM	0	0	0	0	0	0	4	0	0	4	0	4	3	0	7	0	6	0	0	6	17
7:45 AM	4	0	0	0	4	1	4	0	0	5	0	3	6	0	9	0	4	3	0	7	25
8:00 AM	2	0	0	0	2	1	7	0	0	8	0	9	5	0	14	0	6	1	0	7	31
Total Volume	7	0	0	0	7	4	20	0	0	24	0	25	16	0	41	0	16	7	0	23	95
% Approach Total	100.0	0.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	61.0	39.0	0.0		0.0	69.6	30.4	0.0		
PHF	0.438	0.000	0.000	0.000	0.438	0.500	0.714	0.000	0.000	0.750	0.000	0.694	0.667	0.000	0.732	0.000	0.667	0.583	0.000	0.821	0.766
Buses	2	0	0	0	2	4	12	0	0	16	0	16	10	0	26	0	2	1	0	3	47
Buses %	28.6	0.0	0.0	0.0	28.6	100.0	60.0	0.0	0.0	66.7	0.0	64.0	62.5	0.0	63.4	0.0	12.5	14.3	0.0	13.0	49.5
Single-Unit Trucks	5	0	0	0	5	0	8	0	0	8	0	8	6	0	14	0	10	6	0	16	43
Single-Unit %	71.4	0.0	0.0	0.0	71.4	0.0	40.0	0.0	0.0	33.3	0.0	32.0	37.5	0.0	34.1	0.0	62.5	85.7	0.0	69.6	45.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.4	0.0	25.0	0.0	0.0	17.4	5.3
Buses	2	0	0	0	2	4	12	0	0	16	0	16	10	0	26	0	2	1	0	3	47
Single-Unit Trucks	5	0	0	0	5	0	8	0	0	8	0	8	6	0	14	0	10	6	0	16	43
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Total Entering Leg	7	0	0	0	7	4	20	0	0	24	0	25	16	0	41	0	16	7	0	23	95
Buses					21					2					0					24	47
Single-Unit Trucks					14					10					0					19	43
Articulated Trucks					1					4					0					0	5
Total Exiting Leg					36					16					0					43	95

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	0	2	0	13	9	56	0	0	65	12	63	22	0	97	0	73	8	0	81	256
7:15 AM	18	0	8	0	26	12	82	0	0	94	21	71	36	0	128	0	95	14	0	109	357
7:30 AM	20	0	6	0	26	13	62	0	0	75	18	101	33	0	152	0	81	11	0	92	345
7:45 AM	24	0	9	0	33	9	99	0	0	108	12	95	53	0	160	0	95	16	0	111	412
Total	73	0	25	0	98	43	299	0	0	342	63	330	144	0	537	0	344	49	0	393	1370
8:00 AM	27	0	8	0	35	12	82	0	0	94	13	66	32	0	111	0	78	15	0	93	333
8:15 AM	25	0	6	0	31	14	72	0	0	86	15	87	32	0	134	0	76	14	0	90	341
8:30 AM	24	0	9	0	33	11	73	0	0	84	12	66	40	0	118	0	82	15	0	97	332
8:45 AM	27	0	14	0	41	18	70	0	0	88	14	71	30	0	115	0	80	21	0	101	345
Total	103	0	37	0	140	55	297	0	0	352	54	290	134	0	478	0	316	65	0	381	1351
Grand Total	176	0	62	0	238	98	596	0	0	694	117	620	278	0	1015	0	660	114	0	774	2721
Approach %	73.9	0.0	26.1	0.0		14.1	85.9	0.0	0.0		11.5	61.1	27.4	0.0		0.0	85.3	14.7	0.0		
Total %	6.5	0.0	2.3	0.0	8.7	3.6	21.9	0.0	0.0	25.5	4.3	22.8	10.2	0.0	37.3	0.0	24.3	4.2	0.0	28.4	
Exiting Leg Total					832					839					0					1050	2721

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	18	0	8	0	26	12	82	0	0	94	21	71	36	0	128	0	95	14	0	109	357
7:30 AM	20	0	6	0	26	13	62	0	0	75	18	101	33	0	152	0	81	11	0	92	345
7:45 AM	24	0	9	0	33	9	99	0	0	108	12	95	53	0	160	0	95	16	0	111	412
8:00 AM	27	0	8	0	35	12	82	0	0	94	13	66	32	0	111	0	78	15	0	93	333
Total Volume	89	0	31	0	120	46	325	0	0	371	64	333	154	0	551	0	349	56	0	405	1447
% Approach Total	74.2	0.0	25.8	0.0		12.4	87.6	0.0	0.0		11.6	60.4	27.9	0.0		0.0	86.2	13.8	0.0		
PHF	0.824	0.000	0.861	0.000	0.857	0.885	0.821	0.000	0.000	0.859	0.762	0.824	0.726	0.000	0.861	0.000	0.918	0.875	0.000	0.912	0.878
Entering Leg	89	0	31	0	120	46	325	0	0	371	64	333	154	0	551	0	349	56	0	405	1447
Exiting Leg					435					444					0					568	1447
Total					555					815					551					973	2894

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	1	0	3	0	7	0	0	7	3	15	2	0	20	0	10	1	0	11	41
7:15 AM	4	0	0	0	4	0	6	0	0	6	2	8	11	0	21	0	14	3	0	17	48
7:30 AM	1	0	0	0	1	0	7	0	0	7	2	9	8	0	19	0	14	1	0	15	42
7:45 AM	9	0	0	0	9	2	12	0	0	14	3	16	6	0	25	0	9	1	0	10	58
Total	16	0	1	0	17	2	32	0	0	34	10	48	27	0	85	0	47	6	0	53	189
8:00 AM	4	0	1	0	5	0	8	0	0	8	1	10	5	0	16	0	6	3	0	9	38
8:15 AM	4	0	0	0	4	0	9	0	0	9	2	11	1	0	14	0	11	2	0	13	40
8:30 AM	3	0	0	0	3	0	11	0	0	11	1	14	2	0	17	0	5	2	0	7	38
8:45 AM	1	0	3	0	4	5	5	0	0	10	3	14	2	0	19	0	9	0	0	9	42
Total	12	0	4	0	16	5	33	0	0	38	7	49	10	0	66	0	31	7	0	38	158
Grand Total	28	0	5	0	33	7	65	0	0	72	17	97	37	0	151	0	78	13	0	91	347
Approach %	84.8	0.0	15.2	0.0		9.7	90.3	0.0	0.0		11.3	64.2	24.5	0.0		0.0	85.7	14.3	0.0		
Total %	8.1	0.0	1.4	0.0	9.5	2.0	18.7	0.0	0.0	20.7	4.9	28.0	10.7	0.0	43.5	0.0	22.5	3.7	0.0	26.2	
Exiting Leg Total					117					100					0					130	347

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	1	0	3	0	7	0	0	7	3	15	2	0	20	0	10	1	0	11	41
7:15 AM	4	0	0	0	4	0	6	0	0	6	2	8	11	0	21	0	14	3	0	17	48
7:30 AM	1	0	0	0	1	0	7	0	0	7	2	9	8	0	19	0	14	1	0	15	42
7:45 AM	9	0	0	0	9	2	12	0	0	14	3	16	6	0	25	0	9	1	0	10	58
Total Volume	16	0	1	0	17	2	32	0	0	34	10	48	27	0	85	0	47	6	0	53	189
% Approach Total	94.1	0.0	5.9	0.0		5.9	94.1	0.0	0.0		11.8	56.5	31.8	0.0		0.0	88.7	11.3	0.0		
PHF	0.444	0.000	0.250	0.000	0.472	0.250	0.667	0.000	0.000	0.607	0.833	0.750	0.614	0.000	0.850	0.000	0.839	0.500	0.000	0.779	0.815
Entering Leg	16	0	1	0	17	2	32	0	0	34	10	48	27	0	85	0	47	6	0	53	189
Exiting Leg					56					58					0					75	189
Total					73					92					85					128	378

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	2	1	4	0	0	5	0	2	1	0	3	10
7:15 AM	1	0	0	0	1	2	5	0	0	7	0	5	1	0	6	0	0	0	0	0	14
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	0	1	0	0	1	8
7:45 AM	1	0	0	0	1	1	3	0	0	4	0	3	4	0	7	0	0	1	0	1	13
Total	2	0	0	0	2	4	10	0	0	14	1	15	8	0	24	0	3	2	0	5	45
8:00 AM	0	0	0	0	0	1	3	0	0	4	0	5	2	0	7	0	1	0	0	1	12
8:15 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	1	0	1	5
8:30 AM	1	0	0	0	1	0	2	0	0	2	0	3	1	0	4	0	1	0	0	1	8
8:45 AM	1	0	0	0	1	1	2	0	0	3	0	4	1	0	5	0	2	1	0	3	12
Total	2	0	0	0	2	3	9	0	0	12	0	13	4	0	17	0	4	2	0	6	37
Grand Total	4	0	0	0	4	7	19	0	0	26	1	28	12	0	41	0	7	4	0	11	82
Approach %	100.0	0.0	0.0	0.0		26.9	73.1	0.0	0.0		2.4	68.3	29.3	0.0		0.0	63.6	36.4	0.0		
Total %	4.9	0.0	0.0	0.0	4.9	8.5	23.2	0.0	0.0	31.7	1.2	34.1	14.6	0.0	50.0	0.0	8.5	4.9	0.0	13.4	
Exiting Leg Total					39					8					0					35	82

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	0	0	0	1	2	5	0	0	7	0	5	1	0	6	0	0	0	0	0	14
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	0	1	0	0	1	8
7:45 AM	1	0	0	0	1	1	3	0	0	4	0	3	4	0	7	0	0	1	0	1	13
8:00 AM	0	0	0	0	0	1	3	0	0	4	0	5	2	0	7	0	1	0	0	1	12
Total Volume	2	0	0	0	2	4	12	0	0	16	0	16	10	0	26	0	2	1	0	3	47
% Approach Total	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	61.5	38.5	0.0		0.0	66.7	33.3	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.500	0.600	0.000	0.000	0.571	0.000	0.800	0.625	0.000	0.929	0.000	0.500	0.250	0.000	0.750	0.839
Entering Leg	2	0	0	0	2	4	12	0	0	16	0	16	10	0	26	0	2	1	0	3	47
Exiting Leg					21					2					0					24	47
Total					23					18					26					27	94

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	7
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
7:45 AM	3	0	0	0	3	0	1	0	0	1	0	0	2	0	2	0	4	2	0	6	12
Total	4	0	0	0	4	0	5	0	0	5	0	5	3	0	8	0	8	7	0	15	32
8:00 AM	2	0	0	0	2	0	4	0	0	4	0	4	3	0	7	0	2	1	0	3	16
8:15 AM	2	0	2	0	4	0	2	0	0	2	1	3	2	0	6	0	1	0	0	1	13
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	6
8:45 AM	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	10
Total	5	0	2	0	7	0	11	0	0	11	1	9	7	0	17	0	9	1	0	10	45
Grand Total	9	0	2	0	11	0	16	0	0	16	1	14	10	0	25	0	17	8	0	25	77
Approach %	81.8	0.0	18.2	0.0		0.0	100.0	0.0	0.0		4.0	56.0	40.0	0.0		0.0	68.0	32.0	0.0		
Total %	11.7	0.0	2.6	0.0	14.3	0.0	20.8	0.0	0.0	20.8	1.3	18.2	13.0	0.0	32.5	0.0	22.1	10.4	0.0	32.5	
Exiting Leg Total					22					20					0					35	77

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
7:45 AM	3	0	0	0	3	0	1	0	0	1	0	0	2	0	2	0	4	2	0	6	12
8:00 AM	2	0	0	0	2	0	4	0	0	4	0	4	3	0	7	0	2	1	0	3	16
8:15 AM	2	0	2	0	4	0	2	0	0	2	1	3	2	0	6	0	1	0	0	1	13
Total Volume	7	0	2	0	9	0	10	0	0	10	1	8	7	0	16	0	11	3	0	14	49
% Approach Total	77.8	0.0	22.2	0.0		0.0	100.0	0.0	0.0		6.3	50.0	43.8	0.0		0.0	78.6	21.4	0.0		
PHF	0.583	0.000	0.250	0.000	0.563	0.000	0.625	0.000	0.000	0.625	0.250	0.500	0.583	0.000	0.571	0.000	0.688	0.375	0.000	0.583	0.766
Entering Leg	7	0	2	0	9	0	10	0	0	10	1	8	7	0	16	0	11	3	0	14	49
Exiting Leg					11					14					0					24	49
Total					20					24					16					38	98

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	9
Grand Total	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	8	0	0	8	13
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	0.0	15.4	7.7	0.0	23.1	0.0	61.5	0.0	0.0	61.5	
Exiting Leg Total					2					8					0					3	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	9
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	9
Exiting Leg					0					6					0					3	9
Total					0					8					1					9	18

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	3
Total	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	1	3	6
Grand Total	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	2	5	8
Approach %	0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		
Total %	0.0	12.5	0.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	37.5	25.0	62.5	
Exiting Leg Total							2							0							1							5	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	3
Total Volume	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	1	3	6
% Approach Total	0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.500
Entering Leg	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	1	3	6
Exiting Leg							2							0							1							3	6
Total							4							0							2							6	12

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	1	5	6	0	0	0	0	1	2	3	12
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	2	6	8	13
7:30 AM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	9	6	15	21
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	10	11
Total	0	0	0	0	3	1	4	0	0	0	0	5	1	6	0	0	0	0	3	8	11	0	0	0	0	16	20	36	57
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	1	7	8	14
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	3	6	9	12
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	5	4	9	0	0	0	0	3	1	4	0	0	0	0	5	1	6	20
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	3	9	12	15
Total	0	0	0	0	2	0	2	0	0	0	0	10	5	15	0	0	0	0	4	5	9	0	0	0	0	12	23	35	61
Grand Total	0	0	0	0	5	1	6	0	0	0	0	15	6	21	0	0	0	0	7	13	20	0	0	0	0	28	43	71	118
Approach %	0	0	0	0	83.3	16.7		0	0	0	0	71.4	28.6		0	0	0	0	35	65		0	0	0	0	39.4	60.6		
Total %	0	0	0	0	4.24	0.85	5.08	0	0	0	0	12.7	5.08	17.8	0	0	0	0	5.93	11	16.9	0	0	0	0	23.7	36.4	60.2	
Exiting Leg Total							6							21							20							71	118

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	1	7	8	14
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	3	6	9	12
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	5	4	9	0	0	0	0	3	1	4	0	0	0	0	5	1	6	20
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	3	9	12	15
Total Volume	0	0	0	0	2	0	2	0	0	0	0	10	5	15	0	0	0	0	4	5	9	0	0	0	0	12	23	35	61
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	34.3	65.7		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.313	0.417	0.000	0.000	0.000	0.000	0.333	0.625	0.563	0.000	0.000	0.000	0.000	0.600	0.639	0.729	0.763
Entering Leg	0	0	0	0	2	0	2	0	0	0	0	10	5	15	0	0	0	0	4	5	9	0	0	0	0	12	23	35	61
Exiting Leg							2							15							9							35	61
Total							4							30							18							70	122

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	41	0	18	0	59	23	77	0	0	100	21	129	76	0	226	0	90	25	0	115	500
4:15 PM	41	0	14	0	55	23	97	0	0	120	10	102	67	0	179	0	107	18	0	125	479
4:30 PM	46	0	17	0	63	33	77	0	0	110	27	131	84	0	242	0	95	24	0	119	534
4:45 PM	40	0	11	0	51	21	83	0	0	104	19	118	71	0	208	0	89	21	0	110	473
Total	168	0	60	0	228	100	334	0	0	434	77	480	298	0	855	0	381	88	0	469	1986
5:00 PM	52	0	7	0	59	19	66	0	0	85	19	108	86	0	213	0	95	16	0	111	468
5:15 PM	35	0	15	0	50	22	75	0	0	97	12	109	61	0	182	0	84	23	0	107	436
5:30 PM	43	0	13	0	56	13	82	0	0	95	23	132	60	0	215	0	91	23	0	114	480
5:45 PM	31	0	6	0	37	18	86	0	0	104	20	109	57	0	186	1	100	17	0	118	445
Total	161	0	41	0	202	72	309	0	0	381	74	458	264	0	796	1	370	79	0	450	1829
Grand Total	329	0	101	0	430	172	643	0	0	815	151	938	562	0	1651	1	751	167	0	919	3815
Approach %	76.5	0.0	23.5	0.0		21.1	78.9	0.0	0.0		9.1	56.8	34.0	0.0		0.1	81.7	18.2	0.0		
Total %	8.6	0.0	2.6	0.0	11.3	4.5	16.9	0.0	0.0	21.4	4.0	24.6	14.7	0.0	43.3	0.0	19.7	4.4	0.0	24.1	
Exiting Leg Total					1277					1003					1					1534	3815
Cars	324	0	101	0	425	166	627	0	0	793	150	913	561	0	1624	1	741	161	0	903	3745
% Cars	98.5	0.0	100.0	0.0	98.8	96.5	97.5	0.0	0.0	97.3	99.3	97.3	99.8	0.0	98.4	100.0	98.7	96.4	0.0	98.3	98.2
Exiting Leg Total					1240					992					1					1512	3745
Heavy Vehicles	5	0	0	0	5	6	16	0	0	22	1	25	1	0	27	0	10	6	0	16	70
% Heavy Vehicles	1.5	0.0	0.0	0.0	1.2	3.5	2.5	0.0	0.0	2.7	0.7	2.7	0.2	0.0	1.6	0.0	1.3	3.6	0.0	1.7	1.8
Exiting Leg Total					37					11					0					22	70

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	41	0	18	0	59	23	77	0	0	100	21	129	76	0	226	0	90	25	0	115	500
4:15 PM	41	0	14	0	55	23	97	0	0	120	10	102	67	0	179	0	107	18	0	125	479
4:30 PM	46	0	17	0	63	33	77	0	0	110	27	131	84	0	242	0	95	24	0	119	534
4:45 PM	40	0	11	0	51	21	83	0	0	104	19	118	71	0	208	0	89	21	0	110	473
Total Volume	168	0	60	0	228	100	334	0	0	434	77	480	298	0	855	0	381	88	0	469	1986
% Approach Total	73.7	0.0	26.3	0.0		23.0	77.0	0.0	0.0		9.0	56.1	34.9	0.0		0.0	81.2	18.8	0.0		
PHF	0.913	0.000	0.833	0.000	0.905	0.758	0.861	0.000	0.000	0.904	0.713	0.916	0.887	0.000	0.883	0.000	0.890	0.880	0.000	0.938	0.930
Cars	163	0	60	0	223	96	325	0	0	421	76	468	298	0	842	0	375	84	0	459	1945
Cars %	97.0	0.0	100.0	0.0	97.8	96.0	97.3	0.0	0.0	97.0	98.7	97.5	100.0	0.0	98.5	0.0	98.4	95.5	0.0	97.9	97.9
Heavy Vehicles	5	0	0	0	5	4	9	0	0	13	1	12	0	0	13	0	6	4	0	10	41
Heavy Vehicles %	3.0	0.0	0.0	0.0	2.2	4.0	2.7	0.0	0.0	3.0	1.3	2.5	0.0	0.0	1.5	0.0	1.6	4.5	0.0	2.1	2.1
Cars Enter Leg	163	0	60	0	223	96	325	0	0	421	76	468	298	0	842	0	375	84	0	459	1945
Heavy Enter Leg	5	0	0	0	5	4	9	0	0	13	1	12	0	0	13	0	6	4	0	10	41
Total Entering Leg	168	0	60	0	228	100	334	0	0	434	77	480	298	0	855	0	381	88	0	469	1986
Cars Exiting Leg					648					511					0					786	1945
Heavy Exiting Leg					20					7					0					14	41
Total Exiting Leg					668					518					0					800	1986

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	38	0	18	0	56	22	74	0	0	96	21	127	76	0	224	0	88	22	0	110	486
4:15 PM	40	0	14	0	54	22	94	0	0	116	10	96	67	0	173	0	105	18	0	123	466
4:30 PM	45	0	17	0	62	32	75	0	0	107	27	127	84	0	238	0	94	23	0	117	524
4:45 PM	40	0	11	0	51	20	82	0	0	102	18	118	71	0	207	0	88	21	0	109	469
Total	163	0	60	0	223	96	325	0	0	421	76	468	298	0	842	0	375	84	0	459	1945
5:00 PM	52	0	7	0	59	19	64	0	0	83	19	103	86	0	208	0	95	14	0	109	459
5:15 PM	35	0	15	0	50	21	73	0	0	94	12	107	61	0	180	0	83	23	0	106	430
5:30 PM	43	0	13	0	56	13	81	0	0	94	23	129	60	0	212	0	90	23	0	113	475
5:45 PM	31	0	6	0	37	17	84	0	0	101	20	106	56	0	182	1	98	17	0	116	436
Total	161	0	41	0	202	70	302	0	0	372	74	445	263	0	782	1	366	77	0	444	1800
Grand Total	324	0	101	0	425	166	627	0	0	793	150	913	561	0	1624	1	741	161	0	903	3745
Approach %	76.2	0.0	23.8	0.0		20.9	79.1	0.0	0.0		9.2	56.2	34.5	0.0		0.1	82.1	17.8	0.0		
Total %	8.7	0.0	2.7	0.0	11.3	4.4	16.7	0.0	0.0	21.2	4.0	24.4	15.0	0.0	43.4	0.0	19.8	4.3	0.0	24.1	
Exiting Leg Total					1240					992					1					1512	3745

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	38	0	18	0	56	22	74	0	0	96	21	127	76	0	224	0	88	22	0	110	486
4:15 PM	40	0	14	0	54	22	94	0	0	116	10	96	67	0	173	0	105	18	0	123	466
4:30 PM	45	0	17	0	62	32	75	0	0	107	27	127	84	0	238	0	94	23	0	117	524
4:45 PM	40	0	11	0	51	20	82	0	0	102	18	118	71	0	207	0	88	21	0	109	469
Total Volume	163	0	60	0	223	96	325	0	0	421	76	468	298	0	842	0	375	84	0	459	1945
% Approach Total	73.1	0.0	26.9	0.0		22.8	77.2	0.0	0.0		9.0	55.6	35.4	0.0		0.0	81.7	18.3	0.0		
PHF	0.906	0.000	0.833	0.000	0.899	0.750	0.864	0.000	0.000	0.907	0.704	0.921	0.887	0.000	0.884	0.000	0.893	0.913	0.000	0.933	0.928
Entering Leg	163	0	60	0	223	96	325	0	0	421	76	468	298	0	842	0	375	84	0	459	1945
Exiting Leg					648					511					0					786	1945
Total					871					932					842					1245	3890

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	3	1	3	0	0	4	0	2	0	0	2	0	2	3	0	5	14
4:15 PM	1	0	0	0	1	1	3	0	0	4	0	6	0	0	6	0	2	0	0	2	13
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	4	0	0	4	0	1	1	0	2	10
4:45 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	4
Total	5	0	0	0	5	4	9	0	0	13	1	12	0	0	13	0	6	4	0	10	41
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	0	2	0	2	9
5:15 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	6
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	1	2	0	0	3	0	3	1	0	4	0	2	0	0	2	9
Total	0	0	0	0	0	2	7	0	0	9	0	13	1	0	14	0	4	2	0	6	29
Grand Total	5	0	0	0	5	6	16	0	0	22	1	25	1	0	27	0	10	6	0	16	70
Approach %	100.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		3.7	92.6	3.7	0.0		0.0	62.5	37.5	0.0		
Total %	7.1	0.0	0.0	0.0	7.1	8.6	22.9	0.0	0.0	31.4	1.4	35.7	1.4	0.0	38.6	0.0	14.3	8.6	0.0	22.9	
Exiting Leg Total					37					11					0					22	70
Buses	1	0	0	0	1	5	8	0	0	13	0	13	0	0	13	0	4	0	0	4	31
% Buses	20.0	0.0	0.0	0.0	20.0	83.3	50.0	0.0	0.0	59.1	0.0	52.0	0.0	0.0	48.1	0.0	40.0	0.0	0.0	25.0	44.3
Exiting Leg Total					18					4					0					9	31
Single-Unit Trucks	4	0	0	0	4	1	3	0	0	4	1	12	1	0	14	0	6	6	0	12	34
% Single-Unit	80.0	0.0	0.0	0.0	80.0	16.7	18.8	0.0	0.0	18.2	100.0	48.0	100.0	0.0	51.9	0.0	60.0	100.0	0.0	75.0	48.6
Exiting Leg Total					19					7					0					8	34
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Exiting Leg Total					0					0					0					5	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	3	1	3	0	0	4	0	2	0	0	2	0	2	3	0	5	14
4:15 PM	1	0	0	0	1	1	3	0	0	4	0	6	0	0	6	0	2	0	0	2	13
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	4	0	0	4	0	1	1	0	2	10
4:45 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	4
Total Volume	5	0	0	0	5	4	9	0	0	13	1	12	0	0	13	0	6	4	0	10	41
% Approach Total	100.0	0.0	0.0	0.0		30.8	69.2	0.0	0.0		7.7	92.3	0.0	0.0		0.0	60.0	40.0	0.0		
PHF	0.417	0.000	0.000	0.000	0.417	1.000	0.750	0.000	0.000	0.813	0.250	0.500	0.000	0.000	0.542	0.000	0.750	0.333	0.000	0.500	0.732
Buses	1	0	0	0	1	3	5	0	0	8	0	7	0	0	7	0	3	0	0	3	19
Buses %	20.0	0.0	0.0	0.0	20.0	75.0	55.6	0.0	0.0	61.5	0.0	58.3	0.0	0.0	53.8	0.0	50.0	0.0	0.0	30.0	46.3
Single-Unit Trucks	4	0	0	0	4	1	1	0	0	2	1	5	0	0	6	0	3	4	0	7	19
Single-Unit %	80.0	0.0	0.0	0.0	80.0	25.0	11.1	0.0	0.0	15.4	100.0	41.7	0.0	0.0	46.2	0.0	50.0	100.0	0.0	70.0	46.3
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Buses	1	0	0	0	1	3	5	0	0	8	0	7	0	0	7	0	3	0	0	3	19
Single-Unit Trucks	4	0	0	0	4	1	1	0	0	2	1	5	0	0	6	0	3	4	0	7	19
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Entering Leg	5	0	0	0	5	4	9	0	0	13	1	12	0	0	13	0	6	4	0	10	41
Buses					10					3					0					6	19
Single-Unit Trucks					10					4					0					5	19
Articulated Trucks					0					0					0					3	3
Total Exiting Leg					20					7					0					14	41

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	32	0	15	0	47	20	67	0	0	87	20	114	70	0	204	0	79	18	0	97	435
4:15 PM	35	0	11	0	46	21	81	0	0	102	10	86	61	0	157	0	90	17	0	107	412
4:30 PM	42	0	17	0	59	28	65	0	0	93	24	110	77	0	211	0	89	22	0	111	474
4:45 PM	36	0	10	0	46	19	76	0	0	95	16	106	63	0	185	0	79	21	0	100	426
Total	145	0	53	0	198	88	289	0	0	377	70	416	271	0	757	0	337	78	0	415	1747
5:00 PM	48	0	6	0	54	15	59	0	0	74	17	97	80	0	194	0	77	12	0	89	411
5:15 PM	33	0	13	0	46	18	68	0	0	86	12	94	55	0	161	0	76	21	0	97	390
5:30 PM	37	0	10	0	47	13	74	0	0	87	23	121	55	0	199	0	83	19	0	102	435
5:45 PM	26	0	5	0	31	16	77	0	0	93	18	94	51	0	163	1	88	13	0	102	389
Total	144	0	34	0	178	62	278	0	0	340	70	406	241	0	717	1	324	65	0	390	1625
Grand Total	289	0	87	0	376	150	567	0	0	717	140	822	512	0	1474	1	661	143	0	805	3372
Approach %	76.9	0.0	23.1	0.0		20.9	79.1	0.0	0.0		9.5	55.8	34.7	0.0		0.1	82.1	17.8	0.0		
Total %	8.6	0.0	2.6	0.0	11.2	4.4	16.8	0.0	0.0	21.3	4.2	24.4	15.2	0.0	43.7	0.0	19.6	4.2	0.0	23.9	
Exiting Leg Total					1115					888					1					1368	3372

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	32	0	15	0	47	20	67	0	0	87	20	114	70	0	204	0	79	18	0	97	435
4:15 PM	35	0	11	0	46	21	81	0	0	102	10	86	61	0	157	0	90	17	0	107	412
4:30 PM	42	0	17	0	59	28	65	0	0	93	24	110	77	0	211	0	89	22	0	111	474
4:45 PM	36	0	10	0	46	19	76	0	0	95	16	106	63	0	185	0	79	21	0	100	426
Total Volume	145	0	53	0	198	88	289	0	0	377	70	416	271	0	757	0	337	78	0	415	1747
% Approach Total	73.2	0.0	26.8	0.0		23.3	76.7	0.0	0.0		9.2	55.0	35.8	0.0		0.0	81.2	18.8	0.0		
PHF	0.863	0.000	0.779	0.000	0.839	0.786	0.892	0.000	0.000	0.924	0.729	0.912	0.880	0.000	0.897	0.000	0.936	0.886	0.000	0.935	0.921
Entering Leg	145	0	53	0	198	88	289	0	0	377	70	416	271	0	757	0	337	78	0	415	1747
Exiting Leg					582					460					0					705	1747
Total					780					837					757					1120	3494

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	0	3	0	9	2	7	0	0	9	1	13	5	0	19	0	9	4	0	13	50
4:15 PM	5	0	3	0	8	1	13	0	0	14	0	10	6	0	16	0	15	1	0	16	54
4:30 PM	3	0	0	0	3	4	10	0	0	14	3	15	5	0	23	0	5	1	0	6	46
4:45 PM	2	0	1	0	3	1	6	0	0	7	2	12	8	0	22	0	9	0	0	9	41
Total	16	0	7	0	23	8	36	0	0	44	6	50	24	0	80	0	38	6	0	44	191
5:00 PM	4	0	1	0	5	4	5	0	0	9	2	6	6	0	14	0	18	2	0	20	48
5:15 PM	2	0	2	0	4	3	5	0	0	8	0	13	6	0	19	0	7	2	0	9	40
5:30 PM	6	0	3	0	9	0	7	0	0	7	0	8	5	0	13	0	7	4	0	11	40
5:45 PM	5	0	1	0	6	1	7	0	0	8	2	11	5	0	18	0	10	4	0	14	46
Total	17	0	7	0	24	8	24	0	0	32	4	38	22	0	64	0	42	12	0	54	174
Grand Total	33	0	14	0	47	16	60	0	0	76	10	88	46	0	144	0	80	18	0	98	365
Approach %	70.2	0.0	29.8	0.0		21.1	78.9	0.0	0.0		6.9	61.1	31.9	0.0		0.0	81.6	18.4	0.0		
Total %	9.0	0.0	3.8	0.0	12.9	4.4	16.4	0.0	0.0	20.8	2.7	24.1	12.6	0.0	39.5	0.0	21.9	4.9	0.0	26.8	
Exiting Leg Total					122					104					0					139	365

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	0	3	0	9	2	7	0	0	9	1	13	5	0	19	0	9	4	0	13	50
4:15 PM	5	0	3	0	8	1	13	0	0	14	0	10	6	0	16	0	15	1	0	16	54
4:30 PM	3	0	0	0	3	4	10	0	0	14	3	15	5	0	23	0	5	1	0	6	46
4:45 PM	2	0	1	0	3	1	6	0	0	7	2	12	8	0	22	0	9	0	0	9	41
Total Volume	16	0	7	0	23	8	36	0	0	44	6	50	24	0	80	0	38	6	0	44	191
% Approach Total	69.6	0.0	30.4	0.0		18.2	81.8	0.0	0.0		7.5	62.5	30.0	0.0		0.0	86.4	13.6	0.0		
PHF	0.667	0.000	0.583	0.000	0.639	0.500	0.692	0.000	0.000	0.786	0.500	0.833	0.750	0.000	0.870	0.000	0.633	0.375	0.000	0.688	0.884
Entering Leg	16	0	7	0	23	8	36	0	0	44	6	50	24	0	80	0	38	6	0	44	191
Exiting Leg					64					51					0					76	191
Total					87					95					80					120	382

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	7
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	1	0	0	0	1	3	5	0	0	8	0	7	0	0	7	0	3	0	0	3	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	6
Total	0	0	0	0	0	2	3	0	0	5	0	6	0	0	6	0	1	0	0	1	12
Grand Total	1	0	0	0	1	5	8	0	0	13	0	13	0	0	13	0	4	0	0	4	31
Approach %	100.0	0.0	0.0	0.0		38.5	61.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	3.2	0.0	0.0	0.0	3.2	16.1	25.8	0.0	0.0	41.9	0.0	41.9	0.0	0.0	41.9	0.0	12.9	0.0	0.0	12.9	
Exiting Leg Total					18					4					0					9	31

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	0	1	0	0	1	7
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	1	0	0	0	1	3	5	0	0	8	0	7	0	0	7	0	3	0	0	3	19
% Approach Total	100.0	0.0	0.0	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.750	0.625	0.000	0.000	0.667	0.000	0.583	0.000	0.000	0.583	0.000	0.750	0.000	0.000	0.750	0.679
Entering Leg	1	0	0	0	1	3	5	0	0	8	0	7	0	0	7	0	3	0	0	3	19
Exiting Leg					10					3					0					6	19
Total					11					11					7					9	38

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	8
4:15 PM	1	0	0	0	1	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	4	0	0	0	4	1	1	0	0	2	1	5	0	0	6	0	3	4	0	7	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	0	3	2	0	5	15
Grand Total	4	0	0	0	4	1	3	0	0	4	1	12	1	0	14	0	6	6	0	12	34
Approach %	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		7.1	85.7	7.1	0.0		0.0	50.0	50.0	0.0		
Total %	11.8	0.0	0.0	0.0	11.8	2.9	8.8	0.0	0.0	11.8	2.9	35.3	2.9	0.0	41.2	0.0	17.6	17.6	0.0	35.3	
Exiting Leg Total					19					7					0					8	34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	8
4:15 PM	1	0	0	0	1	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	4	0	0	0	4	1	1	0	0	2	1	5	0	0	6	0	3	4	0	7	19
% Approach Total	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	42.9	57.1	0.0		
PHF	0.333	0.000	0.000	0.000	0.333	0.250	0.250	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.500	0.000	0.375	0.333	0.000	0.438	0.594
Entering Leg	4	0	0	0	4	1	1	0	0	2	1	5	0	0	6	0	3	4	0	7	19
Exiting Leg					10					4					0					5	19
Total					14					6					6					12	38

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					5	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	North Main Street					Pleasant Street					Main Street					Pleasant Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg					0					0					0					4	4
Total					0					4					0					4	8

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
5:15 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	4	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	4	0	0	0	0	0	2	2	0	2	0	0	0	0	2	0	0	0	0	2	4	6	14
Grand Total	0	1	0	0	0	4	5	0	0	0	0	0	2	2	0	2	0	0	0	0	2	0	0	0	0	3	4	7	16
Approach %	0.0	20.0	0.0	0.0	0.0	80.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	57.1		
Total %	0.0	6.3	0.0	0.0	0.0	25.0	31.3	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	18.8	25.0	43.8	
Exiting Leg Total							6							2							1							7	16

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
5:15 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	4	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	0	4	5	0	0	0	0	0	2	2	0	2	0	0	0	0	2	0	0	0	0	2	4	6	15
% Approach Total	0.0	20.0	0.0	0.0	0.0	80.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.417
Entering Leg	0	1	0	0	0	4	5	0	0	0	0	0	2	2	0	2	0	0	0	0	2	0	0	0	0	2	4	6	15
Exiting Leg							6							2							1							6	15
Total							11							4							3							12	30

PDI File #: **186458-3**
Location: **N: North Main Street S: Main Street**
Location: **E: Pleasant Street W: Pleasant Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	18	16	34	39
4:15 PM	0	0	0	0	2	1	3	0	0	0	0	1	3	4	0	0	0	0	3	2	5	0	0	0	0	14	6	20	32
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	19	11	30	39
4:45 PM	0	0	0	0	2	1	3	0	0	0	0	3	1	4	0	0	0	0	4	5	9	0	0	0	0	10	6	16	32
Total	0	0	0	0	5	2	7	0	0	0	0	10	8	18	0	0	0	0	7	10	17	0	0	0	0	61	39	100	142
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	2	10	12	0	0	0	0	3	3	6	0	0	0	0	7	7	14	35
5:15 PM	0	0	0	0	1	1	2	0	0	0	0	2	5	7	0	0	0	0	2	4	6	0	0	0	0	5	6	11	26
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	0	3	3	0	0	0	0	8	10	18	26
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	4	3	7	0	0	0	0	6	8	14	23
Total	0	0	0	0	6	1	7	0	0	0	0	6	18	24	0	0	0	0	9	13	22	0	0	0	0	26	31	57	110
Grand Total	0	0	0	0	11	3	14	0	0	0	0	16	26	42	0	0	0	0	16	23	39	0	0	0	0	87	70	157	252
Approach %	0	0	0	0	78.6	21.4		0	0	0	0	38.1	61.9		0	0	0	0	41	59		0	0	0	0	55.4	44.6		
Total %	0	0	0	0	4.37	1.19	5.56	0	0	0	0	6.35	10.3	16.7	0	0	0	0	6.35	9.13	15.5	0	0	0	0	34.5	27.8	62.3	
Exiting Leg Total							14							42							39							157	252

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Main Street							Pleasant Street							Main Street							Pleasant Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	18	16	34	39
4:15 PM	0	0	0	0	2	1	3	0	0	0	0	1	3	4	0	0	0	0	3	2	5	0	0	0	0	14	6	20	32
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	19	11	30	39
4:45 PM	0	0	0	0	2	1	3	0	0	0	0	3	1	4	0	0	0	0	4	5	9	0	0	0	0	10	6	16	32
Total Volume	0	0	0	0	5	2	7	0	0	0	0	10	8	18	0	0	0	0	7	10	17	0	0	0	0	61	39	100	142
% Approach Total	0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	41.2	58.8		0.0	0.0	0.0	0.0	61.0	39.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.500	0.583	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.438	0.500	0.472	0.000	0.000	0.000	0.000	0.803	0.609	0.735	0.910
Entering Leg	0	0	0	0	5	2	7	0	0	0	0	10	8	18	0	0	0	0	7	10	17	0	0	0	0	61	39	100	142
Exiting Leg							7							18							17							100	142
Total							14							36							34							200	284

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	112	0	0	112	0	0	14	0	14	126
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	146	0	0	146	0	0	17	0	17	163
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	164	0	0	165	0	0	14	0	14	179
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	169	0	0	171	0	0	16	0	16	187
Total	0	0	0	0	0	0	0	0	0	0	3	591	0	0	594	0	0	61	0	61	655
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	132	0	0	139	0	5	10	0	15	154
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	133	0	0	142	0	1	16	0	17	159
8:30 AM	0	0	0	0	0	1	0	0	0	1	2	130	0	0	132	0	1	17	0	18	151
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	125	0	0	127	0	1	10	0	11	138
Total	0	0	0	0	0	1	0	0	0	1	20	520	0	0	540	0	8	53	0	61	602
Grand Total	0	0	0	0	0	1	0	0	0	1	23	1111	0	0	1134	0	8	114	0	122	1257
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		2.0	98.0	0.0	0.0		0.0	6.6	93.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	1.8	88.4	0.0	0.0	90.2	0.0	0.6	9.1	0.0	9.7	
Exiting Leg Total					1226					31					0					0	1257
Cars	0	0	0	0	0	1	0	0	0	1	23	1048	0	0	1071	0	8	109	0	117	1189
% Cars	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	94.3	0.0	0.0	94.4	0.0	100.0	95.6	0.0	95.9	94.6
Exiting Leg Total					1158					31					0					0	1189
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	68
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	0.0	0.0	4.4	0.0	4.1	5.4
Exiting Leg Total					68					0					0					0	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	146	0	0	146	0	0	17	0	17	163
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	164	0	0	165	0	0	14	0	14	179
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	169	0	0	171	0	0	16	0	16	187
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	132	0	0	139	0	5	10	0	15	154
Total Volume	0	0	0	0	0	0	0	0	0	0	10	611	0	0	621	0	5	57	0	62	683
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		0.0	8.1	91.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.904	0.000	0.000	0.908	0.000	0.250	0.838	0.000	0.912	0.913
Cars	0	0	0	0	0	0	0	0	0	0	10	571	0	0	581	0	5	57	0	62	643
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	93.5	0.0	0.0	93.6	0.0	100.0	100.0	0.0	100.0	94.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	40
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	5.9
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	10	571	0	0	581	0	5	57	0	62	643
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	40
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	10	611	0	0	621	0	5	57	0	62	683
Cars Exiting Leg					628					15					0					0	643
Heavy Exiting Leg					40					0					0					0	40
Total Exiting Leg					668					15					0					0	683

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	104	0	0	104	0	0	14	0	14	118
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	136	0	0	136	0	0	17	0	17	153
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	157	0	0	158	0	0	14	0	14	172
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	161	0	0	163	0	0	16	0	16	179
Total	0	0	0	0	0	0	0	0	0	0	3	558	0	0	561	0	0	61	0	61	622
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	117	0	0	124	0	5	10	0	15	139
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	129	0	0	138	0	1	14	0	15	153
8:30 AM	0	0	0	0	0	1	0	0	0	1	2	126	0	0	128	0	1	15	0	16	145
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	118	0	0	120	0	1	9	0	10	130
Total	0	0	0	0	0	1	0	0	0	1	20	490	0	0	510	0	8	48	0	56	567
Grand Total	0	0	0	0	0	1	0	0	0	1	23	1048	0	0	1071	0	8	109	0	117	1189
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		2.1	97.9	0.0	0.0		0.0	6.8	93.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	1.9	88.1	0.0	0.0	90.1	0.0	0.7	9.2	0.0	9.8	
Exiting Leg Total					1158					31					0					0	1189

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	136	0	0	136	0	0	17	0	17	153
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	157	0	0	158	0	0	14	0	14	172
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	161	0	0	163	0	0	16	0	16	179
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	117	0	0	124	0	5	10	0	15	139
Total Volume	0	0	0	0	0	0	0	0	0	0	10	571	0	0	581	0	5	57	0	62	643
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.7	98.3	0.0	0.0		0.0	8.1	91.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.887	0.000	0.000	0.891	0.000	0.250	0.838	0.000	0.912	0.898
Entering Leg	0	0	0	0	0	0	0	0	0	0	10	571	0	0	581	0	5	57	0	62	643
Exiting Leg					628					15					0					0	643
Total					628					15					581					62	1286

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	33
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
Total	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	0	5	0	5	35
Grand Total	0	0	0	0	0	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	68
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.6	0.0	0.0	92.6	0.0	0.0	7.4	0.0	7.4	
Exiting Leg Total					68					0					0					0	68
Buses	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	1	0	1	41
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.5	0.0	0.0	63.5	0.0	0.0	20.0	0.0	20.0	60.3
Exiting Leg Total					41					0					0					0	41
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	4	0	4	24
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.7	0.0	0.0	31.7	0.0	0.0	80.0	0.0	80.0	35.3
Exiting Leg Total					24					0					0					0	24
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total					3					0					0					0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
Total Volume	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	40
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.667
Buses	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	62.5
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	35.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
Buses	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	40
Buses					25					0					0					0	25
Single-Unit Trucks					14					0					0					0	14
Articulated Trucks					1					0					0					0	1
Total Exiting Leg					40					0					0					0	40

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	86	0	0	86	0	0	12	0	12	98
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	121	0	0	121	0	0	15	0	15	136
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	144	0	0	145	0	0	14	0	14	159
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	147	0	0	149	0	0	13	0	13	162
Total	0	0	0	0	0	0	0	0	0	0	3	498	0	0	501	0	0	54	0	54	555
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	102	0	0	109	0	5	9	0	14	123
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	116	0	0	125	0	1	14	0	15	140
8:30 AM	0	0	0	0	0	1	0	0	0	1	2	112	0	0	114	0	1	14	0	15	130
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	103	0	0	105	0	1	6	0	7	112
Total	0	0	0	0	0	1	0	0	0	1	20	433	0	0	453	0	8	43	0	51	505
Grand Total	0	0	0	0	0	1	0	0	0	1	23	931	0	0	954	0	8	97	0	105	1060
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		2.4	97.6	0.0	0.0		0.0	7.6	92.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	2.2	87.8	0.0	0.0	90.0	0.0	0.8	9.2	0.0	9.9	
Exiting Leg Total					1029					31					0					0	1060

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	144	0	0	145	0	0	14	0	14	159
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	147	0	0	149	0	0	13	0	13	162
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	102	0	0	109	0	5	9	0	14	123
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	116	0	0	125	0	1	14	0	15	140
Total Volume	0	0	0	0	0	0	0	0	0	0	19	509	0	0	528	0	6	50	0	56	584
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		3.6	96.4	0.0	0.0		0.0	10.7	89.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.528	0.866	0.000	0.000	0.886	0.000	0.300	0.893	0.000	0.933	0.901
Entering Leg	0	0	0	0	0	0	0	0	0	0	19	509	0	0	528	0	6	50	0	56	584
Exiting Leg					559					25					0					0	584
Total					559					25					528					56	1168

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	2	0	2	20
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	17
Total	0	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	7	0	7	67
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	16
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	15
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	3	0	3	18
Total	0	0	0	0	0	0	0	0	0	0	0	57	0	0	57	0	0	5	0	5	62
Grand Total	0	0	0	0	0	0	0	0	0	0	0	117	0	0	117	0	0	12	0	12	129
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.7	0.0	0.0	90.7	0.0	0.0	9.3	0.0	9.3	
Exiting Leg Total					129					0					0					0	129

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	2	0	2	20
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	17
Total Volume	0	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	7	0	7	67
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.583	0.000	0.583	0.838
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0	7	0	7	67
Exiting Leg					67					0					0					0	67
Total					67					0					60					7	134

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street					Petronelli Way					Main Street					Green Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	17
Grand Total	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	0	0	1	0	1	41
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	0.0	0.0	97.6	0.0	0.0	2.4	0.0	2.4	
Exiting Leg Total					41					0					0					0	41

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street					Petronelli Way					Main Street					Green Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.893	0.000	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.893
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
Exiting Leg					25					0					0					0	25
Total					25					0					25					0	50

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	4	0	4	17
Grand Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	4	0	4	24
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total					24					0					0					0	24

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	17
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.375	0.000	0.375	0.531
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	17
Exiting Leg					17					0					0					0	17
Total					17					0					14					3	34

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					0					0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg					2					0					0					0	2
Total					2					0					2					0	4

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	1	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	2	2	4	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	4	3	7	10
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	57.1	42.9		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	40.0	30.0	70.0	
Exiting Leg Total							2							1							0							7	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	2	2	4	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	2	2	4	6
Exiting Leg							1							1							0							4	6
Total							1							2							1							8	12

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	4	0	4	0	0	0	0	2	1	3	0	0	0	0	2	4	6	14
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	4	8	12	20
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	3	7	10	17
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0	0	0	0	3	9	12	17
Total	0	0	0	0	1	2	3	0	0	0	0	10	3	13	0	0	0	0	8	4	12	0	0	0	0	12	28	40	68
8:00 AM	0	0	0	0	1	2	3	0	0	0	0	2	0	2	0	0	0	0	3	1	4	0	0	0	0	5	7	12	21
8:15 AM	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	4	0	4	0	0	0	0	3	10	13	27
8:30 AM	0	0	0	0	2	1	3	0	0	0	0	5	2	7	0	0	0	0	7	3	10	0	0	0	0	5	4	9	29
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	2	2	4	0	0	0	0	4	11	15	24
Total	0	0	0	0	7	6	13	0	0	0	0	13	4	17	0	0	0	0	16	6	22	0	0	0	0	17	32	49	101
Grand Total	0	0	0	0	8	8	16	0	0	0	0	23	7	30	0	0	0	0	24	10	34	0	0	0	0	29	60	89	169
Approach %	0	0	0	0	50	50		0	0	0	0	76.7	23.3		0	0	0	0	70.6	29.4		0	0	0	0	32.6	67.4		
Total %	0	0	0	0	4.73	4.73	9.47	0	0	0	0	13.6	4.14	17.8	0	0	0	0	14.2	5.92	20.1	0	0	0	0	17.2	35.5	52.7	
Exiting Leg Total							16							30							34							89	169

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	1	2	3	0	0	0	0	2	0	2	0	0	0	0	3	1	4	0	0	0	0	5	7	12	21
8:15 AM	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	4	0	4	0	0	0	0	3	10	13	27
8:30 AM	0	0	0	0	2	1	3	0	0	0	0	5	2	7	0	0	0	0	7	3	10	0	0	0	0	5	4	9	29
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	2	2	4	0	0	0	0	4	11	15	24
Total Volume	0	0	0	0	7	6	13	0	0	0	0	13	4	17	0	0	0	0	16	6	22	0	0	0	0	17	32	49	101
% Approach Total	0.0	0.0	0.0	0.0	53.8	46.2		0.0	0.0	0.0	0.0	76.5	23.5		0.0	0.0	0.0	0.0	72.7	27.3		0.0	0.0	0.0	0.0	34.7	65.3		
PHF	0.000	0.000	0.000	0.000	0.438	0.750	0.650	0.000	0.000	0.000	0.000	0.650	0.500	0.607	0.000	0.000	0.000	0.000	0.571	0.500	0.550	0.000	0.000	0.000	0.000	0.850	0.727	0.817	0.871
Entering Leg	0	0	0	0	7	6	13	0	0	0	0	13	4	17	0	0	0	0	16	6	22	0	0	0	0	17	32	49	101
Exiting Leg							13							17							22							49	101
Total							26							34							44							98	202

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	184	0	0	184	0	0	20	0	20	205
4:15 PM	0	0	0	0	0	3	0	0	0	3	0	156	0	0	156	0	0	19	0	19	178
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	205	0	0	205	0	0	22	0	22	228
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	178	0	0	178	0	0	21	0	21	204
Total	0	0	0	0	0	9	0	1	0	10	0	723	0	0	723	0	0	82	0	82	815
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	189	0	0	189	0	0	11	0	11	200
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	165	0	0	165	0	0	19	0	19	185
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	181	0	0	181	0	0	21	0	21	202
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	162	0	0	162	0	0	19	0	19	182
Total	0	0	0	1	1	1	0	0	0	1	0	697	0	0	697	0	0	70	0	70	769
Grand Total	0	0	0	1	1	10	0	1	0	11	0	1420	0	0	1420	0	0	152	0	152	1584
Approach %	0.0	0.0	0.0	100.0		90.9	0.0	9.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.1	0.1	0.6	0.0	0.1	0.0	0.7	0.0	89.6	0.0	0.0	89.6	0.0	0.0	9.6	0.0	9.6	
Exiting Leg Total					1583					0					1					0	1584
Cars	0	0	0	1	1	10	0	1	0	11	0	1394	0	0	1394	0	0	151	0	151	1557
% Cars	0.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	98.2	0.0	0.0	98.2	0.0	0.0	99.3	0.0	99.3	98.3
Exiting Leg Total					1556					0					1					0	1557
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	27
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.7	0.0	0.7	1.7
Exiting Leg Total					27					0					0					0	27

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	205	0	0	205	0	0	22	0	22	228
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	178	0	0	178	0	0	21	0	21	204
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	189	0	0	189	0	0	11	0	11	200
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	165	0	0	165	0	0	19	0	19	185
Total Volume	0	0	0	0	0	7	0	0	0	7	0	737	0	0	737	0	0	73	0	73	817
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.899	0.000	0.000	0.899	0.000	0.000	0.830	0.000	0.830	0.896
Cars	0	0	0	0	0	7	0	0	0	7	0	726	0	0	726	0	0	72	0	72	805
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	98.5	0.0	0.0	98.5	0.0	0.0	98.6	0.0	98.6	98.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	12
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.4	0.0	1.4	1.5
Cars Enter Leg	0	0	0	0	0	7	0	0	0	7	0	726	0	0	726	0	0	72	0	72	805
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	12
Total Entering Leg	0	0	0	0	0	7	0	0	0	7	0	737	0	0	737	0	0	73	0	73	817
Cars Exiting Leg					805					0					0					0	805
Heavy Exiting Leg					12					0					0					0	12
Total Exiting Leg					817					0					0					0	817

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	180	0	0	180	0	0	20	0	20	201
4:15 PM	0	0	0	0	0	3	0	0	0	3	0	152	0	0	152	0	0	19	0	19	174
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	201	0	0	201	0	0	22	0	22	224
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	177	0	0	177	0	0	21	0	21	203
Total	0	0	0	0	0	9	0	1	0	10	0	710	0	0	710	0	0	82	0	82	802
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	185	0	0	185	0	0	10	0	10	195
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	163	0	0	163	0	0	19	0	19	183
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	178	0	0	178	0	0	21	0	21	199
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	158	0	0	158	0	0	19	0	19	178
Total	0	0	0	1	1	1	0	0	0	1	0	684	0	0	684	0	0	69	0	69	755
Grand Total	0	0	0	1	1	10	0	1	0	11	0	1394	0	0	1394	0	0	151	0	151	1557
Approach %	0.0	0.0	0.0	100.0		90.9	0.0	9.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.1	0.1	0.6	0.0	0.1	0.0	0.7	0.0	89.5	0.0	0.0	89.5	0.0	0.0	9.7	0.0	9.7	
Exiting Leg Total					1556					0					1					0	1557

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	201	0	0	201	0	0	22	0	22	224
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	177	0	0	177	0	0	21	0	21	203
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	185	0	0	185	0	0	10	0	10	195
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	163	0	0	163	0	0	19	0	19	183
Total Volume	0	0	0	0	0	7	0	0	0	7	0	726	0	0	726	0	0	72	0	72	805
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.903	0.000	0.000	0.903	0.000	0.000	0.818	0.000	0.818	0.898
Entering Leg	0	0	0	0	0	7	0	0	0	7	0	726	0	0	726	0	0	72	0	72	805
Exiting Leg					805					0					0					0	805
Total					805					7					726					72	1610

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	14
Grand Total	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	27
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	0.0	0.0	96.3	0.0	0.0	3.7	0.0	3.7	
Exiting Leg Total					27					0					0					0	27
Buses	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48.1
Exiting Leg Total					13					0					0					0	13
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	14
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	100.0	0.0	100.0	51.9
Exiting Leg Total					14					0					0					0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.813	0.000	0.000	0.250	0.000	0.250	0.700
Buses	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	42.9
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0	53.8	0.0	0.0	100.0	0.0	100.0	57.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	14
Buses					6					0					0					0	6
Single-Unit Trucks					8					0					0					0	8
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					14					0					0					0	14

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	167	0	0	167	0	0	19	0	19	187
4:15 PM	0	0	0	0	0	3	0	0	0	3	0	134	0	0	134	0	0	19	0	19	156
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	180	0	0	180	0	0	17	0	17	198
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	157	0	0	157	0	0	17	0	17	179
Total	0	0	0	0	0	9	0	1	0	10	0	638	0	0	638	0	0	72	0	72	720
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	168	0	0	168	0	0	10	0	10	178
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	149	0	0	149	0	0	18	0	18	168
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	161	0	0	161	0	0	21	0	21	182
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	141	0	0	141	0	0	18	0	18	160
Total	0	0	0	1	1	1	0	0	0	1	0	619	0	0	619	0	0	67	0	67	688
Grand Total	0	0	0	1	1	10	0	1	0	11	0	1257	0	0	1257	0	0	139	0	139	1408
Approach %	0.0	0.0	0.0	100.0		90.9	0.0	9.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.1	0.1	0.7	0.0	0.1	0.0	0.8	0.0	89.3	0.0	0.0	89.3	0.0	0.0	9.9	0.0	9.9	
Exiting Leg Total					1407					0					1					0	1408

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	180	0	0	180	0	0	17	0	17	198
4:45 PM	0	0	0	0	0	5	0	0	0	5	0	157	0	0	157	0	0	17	0	17	179
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	168	0	0	168	0	0	10	0	10	178
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	149	0	0	149	0	0	18	0	18	168
Total Volume	0	0	0	0	0	7	0	0	0	7	0	654	0	0	654	0	0	62	0	62	723
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.908	0.000	0.000	0.908	0.000	0.000	0.861	0.000	0.861	0.913
Entering Leg	0	0	0	0	0	7	0	0	0	7	0	654	0	0	654	0	0	62	0	62	723
Exiting Leg					723					0					0					0	723
Total					723					7					654					62	1446

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	13
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	3	0	3	22
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	4	0	4	24
Total	0	0	0	0	0	0	0	0	0	0	0	69	0	0	69	0	0	8	0	8	77
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	15
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	16
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	18
Total	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	0	0	2	0	2	66
Grand Total	0	0	0	0	0	0	0	0	0	0	0	133	0	0	133	0	0	10	0	10	143
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	0.0	0.0	93.0	0.0	0.0	7.0	0.0	7.0	
Exiting Leg Total					143					0					0					0	143

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	3	0	3	22
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	4	0	4	24
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
Total Volume	0	0	0	0	0	0	0	0	0	0	0	74	0	0	74	0	0	7	0	7	81
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.438	0.000	0.438	0.844
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	74	0	0	74	0	0	7	0	7	81
Exiting Leg					81					0					0					0	81
Total					81					0					74					7	162

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					13					0					0					0	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Exiting Leg					7					0					0					0	7
Total					7					0					7					0	14

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
Grand Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	14
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.9	0.0	0.0	92.9	0.0	0.0	7.1	0.0	7.1	
Exiting Leg Total					14					0					0					0	14

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.250	0.000	0.250	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
Exiting Leg					8					0					0					0	8
Total					8					0					7					1	16

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Petronelli Way from East					Main Street from South					Green Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	0	0	0	0	0	2	2	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	0	0	0	0	3	4	7	10
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	57.1		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	30.0	40.0	70.0	
Exiting Leg Total							1							2							0							7	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.750	0.583
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7
Exiting Leg							0							1							0							6	7
Total							0							2							0							12	14

PDI File #: **186458-4**
Location: **N: Main Street S: Main Street**
Location: **E: Petronelli Way W: Green Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	5	18	0	0	0	0	3	1	4	0	0	0	0	18	12	30	52
4:15 PM	0	0	0	0	0	3	3	0	0	0	0	5	9	14	0	0	0	0	1	3	4	0	0	0	0	19	8	27	48
4:30 PM	0	0	0	0	0	4	4	0	0	0	0	3	9	12	0	0	0	0	6	3	9	0	0	0	0	17	10	27	52
4:45 PM	0	0	0	0	1	4	5	0	0	0	0	2	5	7	0	0	0	0	2	0	2	0	0	0	0	13	5	18	32
Total	0	0	0	0	1	11	12	0	0	0	0	23	28	51	0	0	0	0	12	7	19	0	0	0	0	67	35	102	184
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	15	19	0	0	0	0	1	2	3	0	0	0	0	6	8	14	36
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	11	13	0	0	0	0	2	6	8	0	0	0	0	1	7	8	29
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	1	2	0	0	0	0	5	6	11	21
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	2	2	0	0	0	0	8	7	15	24
Total	0	0	0	0	0	1	1	0	0	0	0	11	35	46	0	0	0	0	4	11	15	0	0	0	0	20	28	48	110
Grand Total	0	0	0	0	1	12	13	0	0	0	0	34	63	97	0	0	0	0	16	18	34	0	0	0	0	87	63	150	294
Approach %	0	0	0	0	7.69	92.3		0	0	0	0	35.1	64.9		0	0	0	0	47.1	52.9		0	0	0	0	58	42		
Total %	0	0	0	0	0.34	4.08	4.42	0	0	0	0	11.6	21.4	33	0	0	0	0	5.44	6.12	11.6	0	0	0	0	29.6	21.4	51	
Exiting Leg Total							13							97							34							150	294

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North							Petronelli Way from East							Main Street from South							Green Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	5	18	0	0	0	0	3	1	4	0	0	0	0	18	12	30	52
4:15 PM	0	0	0	0	0	3	3	0	0	0	0	5	9	14	0	0	0	0	1	3	4	0	0	0	0	19	8	27	48
4:30 PM	0	0	0	0	0	4	4	0	0	0	0	3	9	12	0	0	0	0	6	3	9	0	0	0	0	17	10	27	52
4:45 PM	0	0	0	0	1	4	5	0	0	0	0	2	5	7	0	0	0	0	2	0	2	0	0	0	0	13	5	18	32
Total Volume	0	0	0	0	1	11	12	0	0	0	0	23	28	51	0	0	0	0	12	7	19	0	0	0	0	67	35	102	184
% Approach Total	0.0	0.0	0.0	0.0	8.3	91.7		0.0	0.0	0.0	0.0	45.1	54.9		0.0	0.0	0.0	0.0	63.2	36.8		0.0	0.0	0.0	0.0	65.7	34.3		
PHF	0.000	0.000	0.000	0.000	0.250	0.688	0.600	0.000	0.000	0.000	0.000	0.442	0.778	0.708	0.000	0.000	0.000	0.000	0.500	0.583	0.528	0.000	0.000	0.000	0.000	0.882	0.729	0.850	0.885
Entering Leg	0	0	0	0	1	11	12	0	0	0	0	23	28	51	0	0	0	0	12	7	19	0	0	0	0	67	35	102	184
Exiting Leg							12							51							19							102	184
Total							24							102							38							204	368

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	8	36	0	0	44	38	108	6	0	152	0	22	6	1	29	225
7:15 AM	0	0	0	0	0	6	62	0	0	68	51	135	10	0	196	0	43	4	0	47	311
7:30 AM	0	0	0	0	0	5	72	0	0	77	42	142	12	0	196	0	47	10	0	57	330
7:45 AM	0	0	0	0	0	8	69	0	0	77	27	158	23	0	208	0	53	13	0	66	351
Total	0	0	0	0	0	27	239	0	0	266	158	543	51	0	752	0	165	33	1	199	1217
8:00 AM	0	0	0	0	0	5	76	0	0	81	34	125	23	0	182	1	43	10	0	54	317
8:15 AM	0	0	0	0	0	4	68	0	0	72	32	124	18	0	174	1	33	14	0	48	294
8:30 AM	0	0	0	0	0	9	73	0	0	82	33	127	19	0	179	0	40	8	0	48	309
8:45 AM	0	0	0	0	0	8	67	0	0	75	29	109	27	0	165	0	52	11	0	63	303
Total	0	0	0	0	0	26	284	0	0	310	128	485	87	0	700	2	168	43	0	213	1223
Grand Total	0	0	0	0	0	53	523	0	0	576	286	1028	138	0	1452	2	333	76	1	412	2440
Approach %	0.0	0.0	0.0	0.0		9.2	90.8	0.0	0.0		19.7	70.8	9.5	0.0		0.5	80.8	18.4	0.2		
Total %	0.0	0.0	0.0	0.0	0.0	2.2	21.4	0.0	0.0	23.6	11.7	42.1	5.7	0.0	59.5	0.1	13.6	3.1	0.0	16.9	
Exiting Leg Total					1157					619					2					662	2440
Cars	0	0	0	0	0	49	496	0	0	545	265	970	133	0	1368	2	312	74	1	389	2302
% Cars	0.0	0.0	0.0	0.0	0.0	92.5	94.8	0.0	0.0	94.6	92.7	94.4	96.4	0.0	94.2	100.0	93.7	97.4	100.0	94.4	94.3
Exiting Leg Total					1093					577					2					630	2302
Heavy Vehicles	0	0	0	0	0	4	27	0	0	31	21	58	5	0	84	0	21	2	0	23	138
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	7.5	5.2	0.0	0.0	5.4	7.3	5.6	3.6	0.0	5.8	0.0	6.3	2.6	0.0	5.6	5.7
Exiting Leg Total					64					42					0					32	138

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	6	62	0	0	68	51	135	10	0	196	0	43	4	0	47	311
7:30 AM	0	0	0	0	0	5	72	0	0	77	42	142	12	0	196	0	47	10	0	57	330
7:45 AM	0	0	0	0	0	8	69	0	0	77	27	158	23	0	208	0	53	13	0	66	351
8:00 AM	0	0	0	0	0	5	76	0	0	81	34	125	23	0	182	1	43	10	0	54	317
Total Volume	0	0	0	0	0	24	279	0	0	303	154	560	68	0	782	1	186	37	0	224	1309
% Approach Total	0.0	0.0	0.0	0.0		7.9	92.1	0.0	0.0		19.7	71.6	8.7	0.0		0.4	83.0	16.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.918	0.000	0.000	0.935	0.755	0.886	0.739	0.000	0.940	0.250	0.877	0.712	0.000	0.848	0.932
Cars	0	0	0	0	0	20	262	0	0	282	145	528	65	0	738	1	176	36	0	213	1233
Cars %	0.0	0.0	0.0	0.0	0.0	83.3	93.9	0.0	0.0	93.1	94.2	94.3	95.6	0.0	94.4	100.0	94.6	97.3	0.0	95.1	94.2
Heavy Vehicles	0	0	0	0	0	4	17	0	0	21	9	32	3	0	44	0	10	1	0	11	76
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	16.7	6.1	0.0	0.0	6.9	5.8	5.7	4.4	0.0	5.6	0.0	5.4	2.7	0.0	4.9	5.8
Cars Enter Leg	0	0	0	0	0	20	262	0	0	282	145	528	65	0	738	1	176	36	0	213	1233
Heavy Enter Leg	0	0	0	0	0	4	17	0	0	21	9	32	3	0	44	0	10	1	0	11	76
Total Entering Leg	0	0	0	0	0	24	279	0	0	303	154	560	68	0	782	1	186	37	0	224	1309
Cars Exiting Leg					584					321					1					327	1233
Heavy Exiting Leg					37					19					0					20	76
Total Exiting Leg					621					340					1					347	1309

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	8	33	0	0	41	36	98	6	0	140	0	20	6	1	27	208
7:15 AM	0	0	0	0	0	4	56	0	0	60	49	128	9	0	186	0	41	4	0	45	291
7:30 AM	0	0	0	0	0	5	71	0	0	76	39	137	10	0	186	0	44	10	0	54	316
7:45 AM	0	0	0	0	0	7	63	0	0	70	25	152	23	0	200	0	50	12	0	62	332
Total	0	0	0	0	0	24	223	0	0	247	149	515	48	0	712	0	155	32	1	188	1147
8:00 AM	0	0	0	0	0	4	72	0	0	76	32	111	23	0	166	1	41	10	0	52	294
8:15 AM	0	0	0	0	0	4	66	0	0	70	28	120	17	0	165	1	29	13	0	43	278
8:30 AM	0	0	0	0	0	9	73	0	0	82	30	123	18	0	171	0	38	8	0	46	299
8:45 AM	0	0	0	0	0	8	62	0	0	70	26	101	27	0	154	0	49	11	0	60	284
Total	0	0	0	0	0	25	273	0	0	298	116	455	85	0	656	2	157	42	0	201	1155
Grand Total	0	0	0	0	0	49	496	0	0	545	265	970	133	0	1368	2	312	74	1	389	2302
Approach %	0.0	0.0	0.0	0.0		9.0	91.0	0.0	0.0		19.4	70.9	9.7	0.0		0.5	80.2	19.0	0.3		
Total %	0.0	0.0	0.0	0.0	0.0	2.1	21.5	0.0	0.0	23.7	11.5	42.1	5.8	0.0	59.4	0.1	13.6	3.2	0.0	16.9	
Exiting Leg Total					1093					577					2					630	2302

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	4	56	0	0	60	49	128	9	0	186	0	41	4	0	45	291
7:30 AM	0	0	0	0	0	5	71	0	0	76	39	137	10	0	186	0	44	10	0	54	316
7:45 AM	0	0	0	0	0	7	63	0	0	70	25	152	23	0	200	0	50	12	0	62	332
8:00 AM	0	0	0	0	0	4	72	0	0	76	32	111	23	0	166	1	41	10	0	52	294
Total Volume	0	0	0	0	0	20	262	0	0	282	145	528	65	0	738	1	176	36	0	213	1233
% Approach Total	0.0	0.0	0.0	0.0		7.1	92.9	0.0	0.0		19.6	71.5	8.8	0.0		0.5	82.6	16.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.714	0.910	0.000	0.000	0.928	0.740	0.868	0.707	0.000	0.923	0.250	0.880	0.750	0.000	0.859	0.928
Entering Leg	0	0	0	0	0	20	262	0	0	282	145	528	65	0	738	1	176	36	0	213	1233
Exiting Leg					584					321					1					327	1233
Total					584					603					739					540	2466

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	3	0	0	3	2	10	0	0	12	0	2	0	0	2	17
7:15 AM	0	0	0	0	0	2	6	0	0	8	2	7	1	0	10	0	2	0	0	2	20
7:30 AM	0	0	0	0	0	0	1	0	0	1	3	5	2	0	10	0	3	0	0	3	14
7:45 AM	0	0	0	0	0	1	6	0	0	7	2	6	0	0	8	0	3	1	0	4	19
Total	0	0	0	0	0	3	16	0	0	19	9	28	3	0	40	0	10	1	0	11	70
8:00 AM	0	0	0	0	0	1	4	0	0	5	2	14	0	0	16	0	2	0	0	2	23
8:15 AM	0	0	0	0	0	0	2	0	0	2	4	4	1	0	9	0	4	1	0	5	16
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	4	1	0	8	0	2	0	0	2	10
8:45 AM	0	0	0	0	0	0	5	0	0	5	3	8	0	0	11	0	3	0	0	3	19
Total	0	0	0	0	0	1	11	0	0	12	12	30	2	0	44	0	11	1	0	12	68
Grand Total	0	0	0	0	0	4	27	0	0	31	21	58	5	0	84	0	21	2	0	23	138
Approach %	0.0	0.0	0.0	0.0		12.9	87.1	0.0	0.0		25.0	69.0	6.0	0.0		0.0	91.3	8.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.9	19.6	0.0	0.0	22.5	15.2	42.0	3.6	0.0	60.9	0.0	15.2	1.4	0.0	16.7	
Exiting Leg Total					64					42					0					32	138
Buses	0	0	0	0	0	2	18	0	0	20	18	36	3	0	57	0	18	0	0	18	95
% Buses	0.0	0.0	0.0	0.0	0.0	50.0	66.7	0.0	0.0	64.5	85.7	62.1	60.0	0.0	67.9	0.0	85.7	0.0	0.0	78.3	68.8
Exiting Leg Total					38					36					0					21	95
Single-Unit Trucks	0	0	0	0	0	2	7	0	0	9	3	19	2	0	24	0	3	2	0	5	38
% Single-Unit	0.0	0.0	0.0	0.0	0.0	50.0	25.9	0.0	0.0	29.0	14.3	32.8	40.0	0.0	28.6	0.0	14.3	100.0	0.0	21.7	27.5
Exiting Leg Total					23					6					0					9	38
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	5
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	6.5	0.0	5.2	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total					3					0					0					2	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	2	6	0	0	8	2	7	1	0	10	0	2	0	0	2	20
7:30 AM	0	0	0	0	0	0	1	0	0	1	3	5	2	0	10	0	3	0	0	3	14
7:45 AM	0	0	0	0	0	1	6	0	0	7	2	6	0	0	8	0	3	1	0	4	19
8:00 AM	0	0	0	0	0	1	4	0	0	5	2	14	0	0	16	0	2	0	0	2	23
Total Volume	0	0	0	0	0	4	17	0	0	21	9	32	3	0	44	0	10	1	0	11	76
% Approach Total	0.0	0.0	0.0	0.0		19.0	81.0	0.0	0.0		20.5	72.7	6.8	0.0		0.0	90.9	9.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.708	0.000	0.000	0.656	0.750	0.571	0.375	0.000	0.688	0.000	0.833	0.250	0.000	0.688	0.826
Buses	0	0	0	0	0	2	11	0	0	13	8	21	2	0	31	0	8	0	0	8	52
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	64.7	0.0	0.0	61.9	88.9	65.6	66.7	0.0	70.5	0.0	80.0	0.0	0.0	72.7	68.4
Single-Unit Trucks	0	0	0	0	0	2	5	0	0	7	1	10	1	0	12	0	2	1	0	3	22
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	29.4	0.0	0.0	33.3	11.1	31.3	33.3	0.0	27.3	0.0	20.0	100.0	0.0	27.3	28.9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	4.8	0.0	3.1	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.6
Buses	0	0	0	0	0	2	11	0	0	13	8	21	2	0	31	0	8	0	0	8	52
Single-Unit Trucks	0	0	0	0	0	2	5	0	0	7	1	10	1	0	12	0	2	1	0	3	22
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	0	0	0	0	4	17	0	0	21	9	32	3	0	44	0	10	1	0	11	76
Buses					23					16					0					13	52
Single-Unit Trucks					13					3					0					6	22
Articulated Trucks					1					0					0					1	2
Total Exiting Leg					37					19					0					20	76

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	7	27	0	0	34	33	80	5	0	118	0	16	5	1	22	174
7:15 AM	0	0	0	0	0	2	53	0	0	55	46	109	8	0	163	0	39	4	0	43	261
7:30 AM	0	0	0	0	0	5	62	0	0	67	37	122	10	0	169	0	44	9	0	53	289
7:45 AM	0	0	0	0	0	7	56	0	0	63	22	136	22	0	180	0	48	11	0	59	302
Total	0	0	0	0	0	21	198	0	0	219	138	447	45	0	630	0	147	29	1	177	1026
8:00 AM	0	0	0	0	0	3	66	0	0	69	30	98	19	0	147	1	40	9	0	50	266
8:15 AM	0	0	0	0	0	4	61	0	0	65	25	110	16	0	151	1	27	11	0	39	255
8:30 AM	0	0	0	0	0	9	61	0	0	70	26	108	13	0	147	0	37	8	0	45	262
8:45 AM	0	0	0	0	0	8	57	0	0	65	26	87	22	0	135	0	46	7	0	53	253
Total	0	0	0	0	0	24	245	0	0	269	107	403	70	0	580	2	150	35	0	187	1036
Grand Total	0	0	0	0	0	45	443	0	0	488	245	850	115	0	1210	2	297	64	1	364	2062
Approach %	0.0	0.0	0.0	0.0		9.2	90.8	0.0	0.0		20.2	70.2	9.5	0.0		0.5	81.6	17.6	0.3		
Total %	0.0	0.0	0.0	0.0	0.0	2.2	21.5	0.0	0.0	23.7	11.9	41.2	5.6	0.0	58.7	0.1	14.4	3.1	0.0	17.7	
Exiting Leg Total					959					542					2					559	2062

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	2	53	0	0	55	46	109	8	0	163	0	39	4	0	43	261
7:30 AM	0	0	0	0	0	5	62	0	0	67	37	122	10	0	169	0	44	9	0	53	289
7:45 AM	0	0	0	0	0	7	56	0	0	63	22	136	22	0	180	0	48	11	0	59	302
8:00 AM	0	0	0	0	0	3	66	0	0	69	30	98	19	0	147	1	40	9	0	50	266
Total Volume	0	0	0	0	0	17	237	0	0	254	135	465	59	0	659	1	171	33	0	205	1118
% Approach Total	0.0	0.0	0.0	0.0		6.7	93.3	0.0	0.0		20.5	70.6	9.0	0.0		0.5	83.4	16.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.607	0.898	0.000	0.000	0.920	0.734	0.855	0.670	0.000	0.915	0.250	0.891	0.750	0.000	0.869	0.925
Entering Leg	0	0	0	0	0	17	237	0	0	254	135	465	59	0	659	1	171	33	0	205	1118
Exiting Leg					515					306					1					296	1118
Total					515					560					660					501	2236

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	6	0	0	7	3	18	1	0	22	0	4	1	0	5	34
7:15 AM	0	0	0	0	0	2	3	0	0	5	3	19	1	0	23	0	2	0	0	2	30
7:30 AM	0	0	0	0	0	0	9	0	0	9	2	15	0	0	17	0	0	1	0	1	27
7:45 AM	0	0	0	0	0	0	7	0	0	7	3	16	1	0	20	0	2	1	0	3	30
Total	0	0	0	0	0	3	25	0	0	28	11	68	3	0	82	0	8	3	0	11	121
8:00 AM	0	0	0	0	0	1	6	0	0	7	2	13	4	0	19	0	1	1	0	2	28
8:15 AM	0	0	0	0	0	0	5	0	0	5	3	10	1	0	14	0	2	2	0	4	23
8:30 AM	0	0	0	0	0	0	12	0	0	12	4	15	5	0	24	0	1	0	0	1	37
8:45 AM	0	0	0	0	0	0	5	0	0	5	0	14	5	0	19	0	3	4	0	7	31
Total	0	0	0	0	0	1	28	0	0	29	9	52	15	0	76	0	7	7	0	14	119
Grand Total	0	0	0	0	0	4	53	0	0	57	20	120	18	0	158	0	15	10	0	25	240
Approach %	0.0	0.0	0.0	0.0		7.0	93.0	0.0	0.0		12.7	75.9	11.4	0.0		0.0	60.0	40.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.7	22.1	0.0	0.0	23.8	8.3	50.0	7.5	0.0	65.8	0.0	6.3	4.2	0.0	10.4	
Exiting Leg Total					134					35					0					71	240

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	6	0	0	7	3	18	1	0	22	0	4	1	0	5	34
7:15 AM	0	0	0	0	0	2	3	0	0	5	3	19	1	0	23	0	2	0	0	2	30
7:30 AM	0	0	0	0	0	0	9	0	0	9	2	15	0	0	17	0	0	1	0	1	27
7:45 AM	0	0	0	0	0	0	7	0	0	7	3	16	1	0	20	0	2	1	0	3	30
Total Volume	0	0	0	0	0	3	25	0	0	28	11	68	3	0	82	0	8	3	0	11	121
% Approach Total	0.0	0.0	0.0	0.0		10.7	89.3	0.0	0.0		13.4	82.9	3.7	0.0		0.0	72.7	27.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.694	0.000	0.000	0.778	0.917	0.895	0.750	0.000	0.891	0.000	0.500	0.750	0.000	0.550	0.890
Entering Leg	0	0	0	0	0	3	25	0	0	28	11	68	3	0	82	0	8	3	0	11	121
Exiting Leg					74					19					0					28	121
Total					74					47					82					39	242

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	0	0	2	2	6	0	0	8	0	2	0	0	2	12
7:15 AM	0	0	0	0	0	1	3	0	0	4	2	5	1	0	8	0	1	0	0	1	13
7:30 AM	0	0	0	0	0	0	1	0	0	1	2	5	1	0	8	0	3	0	0	3	12
7:45 AM	0	0	0	0	0	0	4	0	0	4	2	5	0	0	7	0	3	0	0	3	14
Total	0	0	0	0	0	1	10	0	0	11	8	21	2	0	31	0	9	0	0	9	51
8:00 AM	0	0	0	0	0	1	3	0	0	4	2	6	0	0	8	0	1	0	0	1	13
8:15 AM	0	0	0	0	0	0	2	0	0	2	3	2	0	0	5	0	4	0	0	4	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	2	1	0	6	0	2	0	0	2	8
8:45 AM	0	0	0	0	0	0	3	0	0	3	2	5	0	0	7	0	2	0	0	2	12
Total	0	0	0	0	0	1	8	0	0	9	10	15	1	0	26	0	9	0	0	9	44
Grand Total	0	0	0	0	0	2	18	0	0	20	18	36	3	0	57	0	18	0	0	18	95
Approach %	0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		31.6	63.2	5.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.1	18.9	0.0	0.0	21.1	18.9	37.9	3.2	0.0	60.0	0.0	18.9	0.0	0.0	18.9	
Exiting Leg Total					38					36					0					21	95

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	1	3	0	0	4	2	5	1	0	8	0	1	0	0	1	13
7:30 AM	0	0	0	0	0	0	1	0	0	1	2	5	1	0	8	0	3	0	0	3	12
7:45 AM	0	0	0	0	0	0	4	0	0	4	2	5	0	0	7	0	3	0	0	3	14
8:00 AM	0	0	0	0	0	1	3	0	0	4	2	6	0	0	8	0	1	0	0	1	13
Total Volume	0	0	0	0	0	2	11	0	0	13	8	21	2	0	31	0	8	0	0	8	52
% Approach Total	0.0	0.0	0.0	0.0		15.4	84.6	0.0	0.0		25.8	67.7	6.5	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.688	0.000	0.000	0.813	1.000	0.875	0.500	0.000	0.969	0.000	0.667	0.000	0.000	0.667	0.929
Entering Leg	0	0	0	0	0	2	11	0	0	13	8	21	2	0	31	0	8	0	0	8	52
Exiting Leg					23					16					0					13	52
Total					23					29					31					21	104

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	1	0	1	5
Total	0	0	0	0	0	2	5	0	0	7	1	5	1	0	7	0	1	1	0	2	16
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	1	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	5
Total	0	0	0	0	0	0	2	0	0	2	2	14	1	0	17	0	2	1	0	3	22
Grand Total	0	0	0	0	0	2	7	0	0	9	3	19	2	0	24	0	3	2	0	5	38
Approach %	0.0	0.0	0.0	0.0		22.2	77.8	0.0	0.0		12.5	79.2	8.3	0.0		0.0	60.0	40.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.3	18.4	0.0	0.0	23.7	7.9	50.0	5.3	0.0	63.2	0.0	7.9	5.3	0.0	13.2	
Exiting Leg Total					23					6					0					9	38

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	1	0	1	5
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	10
Total Volume	0	0	0	0	0	2	5	0	0	7	1	10	1	0	12	0	2	1	0	3	22
% Approach Total	0.0	0.0	0.0	0.0		28.6	71.4	0.0	0.0		8.3	83.3	8.3	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.000	0.000	0.583	0.250	0.313	0.250	0.000	0.375	0.000	0.500	0.250	0.000	0.750	0.550
Entering Leg	0	0	0	0	0	2	5	0	0	7	1	10	1	0	12	0	2	1	0	3	22
Exiting Leg					13					3					0					6	22
Total					13					10					12					9	44

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					0					2	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Exiting Leg					2					0					0					1	3
Total					2					1					2					1	6

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	3	2	5	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	4	3	7	9
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	57.1	42.9		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	44.4	33.3	77.8	
Exiting Leg Total							1							1							0							7	9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	3	2	5	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.250	0.625	0.583
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	3	2	5	7
Exiting Leg							1							1							0							5	7
Total							1							2							1							10	14

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	5	4	9	0	0	0	0	2	1	3	0	0	0	0	4	3	7	0	0	0	0	2	1	3	22
7:15 AM	0	0	0	0	5	5	10	0	0	0	0	3	2	5	0	0	0	0	0	3	3	0	0	0	0	1	1	2	20
7:30 AM	0	0	0	0	6	8	14	0	0	0	0	1	5	6	0	0	0	0	1	5	6	0	0	0	0	2	4	6	32
7:45 AM	0	0	0	0	5	6	11	0	0	0	0	1	1	2	0	0	0	0	2	3	5	0	0	0	0	1	0	1	19
Total	0	0	0	0	21	23	44	0	0	0	0	7	9	16	0	0	0	0	7	14	21	0	0	0	0	6	6	12	93
8:00 AM	0	0	0	0	2	7	9	0	0	0	0	2	0	2	0	0	0	0	2	5	7	0	0	0	0	1	2	3	21
8:15 AM	0	0	0	0	3	3	6	0	0	0	0	2	0	2	0	0	0	0	4	8	12	0	0	0	0	4	2	6	26
8:30 AM	0	0	0	0	1	6	7	0	0	0	0	3	2	5	0	0	0	0	5	5	10	0	0	0	0	2	1	3	25
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	7	5	12	0	0	0	0	2	2	4	20
Total	0	0	0	0	8	16	24	0	0	0	0	9	2	11	0	0	0	0	18	23	41	0	0	0	0	9	7	16	92
Grand Total	0	0	0	0	29	39	68	0	0	0	0	16	11	27	0	0	0	0	25	37	62	0	0	0	0	15	13	28	185
Approach %	0	0	0	0	42.6	57.4		0	0	0	0	59.3	40.7		0	0	0	0	40.3	59.7		0	0	0	0	53.6	46.4		
Total %	0	0	0	0	15.7	21.1	36.8	0	0	0	0	8.65	5.95	14.6	0	0	0	0	13.5	20	33.5	0	0	0	0	8.11	7.03	15.1	
Exiting Leg Total							68							27							62							28	185

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	6	8	14	0	0	0	0	1	5	6	0	0	0	0	1	5	6	0	0	0	0	2	4	6	32
7:45 AM	0	0	0	0	5	6	11	0	0	0	0	1	1	2	0	0	0	0	2	3	5	0	0	0	0	1	0	1	19
8:00 AM	0	0	0	0	2	7	9	0	0	0	0	2	0	2	0	0	0	0	2	5	7	0	0	0	0	1	2	3	21
8:15 AM	0	0	0	0	3	3	6	0	0	0	0	2	0	2	0	0	0	0	4	8	12	0	0	0	0	4	2	6	26
Total Volume	0	0	0	0	16	24	40	0	0	0	0	6	6	12	0	0	0	0	9	21	30	0	0	0	0	8	8	16	98
% Approach Total	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.667	0.750	0.714	0.000	0.000	0.000	0.000	0.750	0.300	0.500	0.000	0.000	0.000	0.000	0.563	0.656	0.625	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.766
Entering Leg	0	0	0	0	16	24	40	0	0	0	0	6	6	12	0	0	0	0	9	21	30	0	0	0	0	8	8	16	98
Exiting Leg							40							12							30							16	98
Total							80							24							60							32	196

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	8	70	0	0	78	32	155	38	0	225	0	57	24	1	82	386
4:15 PM	0	0	0	0	0	10	73	0	0	83	29	130	35	0	194	0	55	25	2	82	359
4:30 PM	0	0	0	0	0	10	74	0	0	84	25	158	32	0	215	0	59	23	3	85	384
4:45 PM	0	0	0	0	0	18	75	0	0	93	24	137	33	0	194	0	60	31	1	92	379
Total	1	0	0	0	1	46	292	0	0	338	110	580	138	0	828	0	231	103	7	341	1508
5:00 PM	0	0	0	0	0	14	66	0	0	80	31	131	42	1	205	0	59	28	3	90	375
5:15 PM	0	0	0	0	0	12	71	0	0	83	31	142	35	0	208	0	52	20	1	73	364
5:30 PM	0	0	0	0	0	9	59	0	0	68	36	148	34	0	218	0	51	19	2	72	358
5:45 PM	0	0	0	0	0	14	74	0	0	88	31	123	27	0	181	0	50	19	2	71	340
Total	0	0	0	0	0	49	270	0	0	319	129	544	138	1	812	0	212	86	8	306	1437
Grand Total	1	0	0	0	1	95	562	0	0	657	239	1124	276	1	1640	0	443	189	15	647	2945
Approach %	100.0	0.0	0.0	0.0		14.5	85.5	0.0	0.0		14.6	68.5	16.8	0.1		0.0	68.5	29.2	2.3		
Total %	0.0	0.0	0.0	0.0	0.0	3.2	19.1	0.0	0.0	22.3	8.1	38.2	9.4	0.0	55.7	0.0	15.0	6.4	0.5	22.0	
Exiting Leg Total					1408					682					1					854	2945
Cars	1	0	0	0	1	94	538	0	0	632	224	1100	275	1	1600	0	426	188	15	629	2862
% Cars	100.0	0.0	0.0	0.0	100.0	98.9	95.7	0.0	0.0	96.2	93.7	97.9	99.6	100.0	97.6	0.0	96.2	99.5	100.0	97.2	97.2
Exiting Leg Total					1382					650					1					829	2862
Heavy Vehicles	0	0	0	0	0	1	24	0	0	25	15	24	1	0	40	0	17	1	0	18	83
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.1	4.3	0.0	0.0	3.8	6.3	2.1	0.4	0.0	2.4	0.0	3.8	0.5	0.0	2.8	2.8
Exiting Leg Total					26					32					0					25	83

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	8	70	0	0	78	32	155	38	0	225	0	57	24	1	82	386
4:15 PM	0	0	0	0	0	10	73	0	0	83	29	130	35	0	194	0	55	25	2	82	359
4:30 PM	0	0	0	0	0	10	74	0	0	84	25	158	32	0	215	0	59	23	3	85	384
4:45 PM	0	0	0	0	0	18	75	0	0	93	24	137	33	0	194	0	60	31	1	92	379
Total Volume	1	0	0	0	1	46	292	0	0	338	110	580	138	0	828	0	231	103	7	341	1508
% Approach Total	100.0	0.0	0.0	0.0		13.6	86.4	0.0	0.0		13.3	70.0	16.7	0.0		0.0	67.7	30.2	2.1		
PHF	0.250	0.000	0.000	0.000	0.250	0.639	0.973	0.000	0.000	0.909	0.859	0.918	0.908	0.000	0.920	0.000	0.963	0.831	0.583	0.927	0.977
Cars	1	0	0	0	1	46	282	0	0	328	104	567	137	0	808	0	222	103	7	332	1469
Cars %	100.0	0.0	0.0	0.0	100.0	100.0	96.6	0.0	0.0	97.0	94.5	97.8	99.3	0.0	97.6	0.0	96.1	100.0	100.0	97.4	97.4
Heavy Vehicles	0	0	0	0	0	0	10	0	0	10	6	13	1	0	20	0	9	0	0	9	39
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	5.5	2.2	0.7	0.0	2.4	0.0	3.9	0.0	0.0	2.6	2.6
Cars Enter Leg	1	0	0	0	1	46	282	0	0	328	104	567	137	0	808	0	222	103	7	332	1469
Heavy Enter Leg	0	0	0	0	0	0	10	0	0	10	6	13	1	0	20	0	9	0	0	9	39
Total Entering Leg	1	0	0	0	1	46	292	0	0	338	110	580	138	0	828	0	231	103	7	341	1508
Cars Exiting Leg					716					326					0					427	1469
Heavy Exiting Leg					13					15					0					11	39
Total Exiting Leg					729					341					0					438	1508

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	8	68	0	0	76	31	152	37	0	220	0	54	24	1	79	376
4:15 PM	0	0	0	0	0	10	72	0	0	82	26	126	35	0	187	0	53	25	2	80	349
4:30 PM	0	0	0	0	0	10	69	0	0	79	23	154	32	0	209	0	57	23	3	83	371
4:45 PM	0	0	0	0	0	18	73	0	0	91	24	135	33	0	192	0	58	31	1	90	373
Total	1	0	0	0	1	46	282	0	0	328	104	567	137	0	808	0	222	103	7	332	1469
5:00 PM	0	0	0	0	0	13	65	0	0	78	29	129	42	1	201	0	57	28	3	88	367
5:15 PM	0	0	0	0	0	12	63	0	0	75	30	139	35	0	204	0	52	20	1	73	352
5:30 PM	0	0	0	0	0	9	59	0	0	68	34	146	34	0	214	0	48	18	2	68	350
5:45 PM	0	0	0	0	0	14	69	0	0	83	27	119	27	0	173	0	47	19	2	68	324
Total	0	0	0	0	0	48	256	0	0	304	120	533	138	1	792	0	204	85	8	297	1393
Grand Total	1	0	0	0	1	94	538	0	0	632	224	1100	275	1	1600	0	426	188	15	629	2862
Approach %	100.0	0.0	0.0	0.0		14.9	85.1	0.0	0.0		14.0	68.8	17.2	0.1		0.0	67.7	29.9	2.4		
Total %	0.0	0.0	0.0	0.0	0.0	3.3	18.8	0.0	0.0	22.1	7.8	38.4	9.6	0.0	55.9	0.0	14.9	6.6	0.5	22.0	
Exiting Leg Total					1382					650					1					829	2862

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	8	68	0	0	76	31	152	37	0	220	0	54	24	1	79	376
4:15 PM	0	0	0	0	0	10	72	0	0	82	26	126	35	0	187	0	53	25	2	80	349
4:30 PM	0	0	0	0	0	10	69	0	0	79	23	154	32	0	209	0	57	23	3	83	371
4:45 PM	0	0	0	0	0	18	73	0	0	91	24	135	33	0	192	0	58	31	1	90	373
Total Volume	1	0	0	0	1	46	282	0	0	328	104	567	137	0	808	0	222	103	7	332	1469
% Approach Total	100.0	0.0	0.0	0.0		14.0	86.0	0.0	0.0		12.9	70.2	17.0	0.0		0.0	66.9	31.0	2.1		
PHF	0.250	0.000	0.000	0.000	0.250	0.639	0.966	0.000	0.000	0.901	0.839	0.920	0.926	0.000	0.918	0.000	0.957	0.831	0.583	0.922	0.977
Entering Leg	1	0	0	0	1	46	282	0	0	328	104	567	137	0	808	0	222	103	7	332	1469
Exiting Leg					716					326					0					427	1469
Total					717					654					808					759	2938

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	3	1	0	5	0	3	0	0	3	10
4:15 PM	0	0	0	0	0	0	1	0	0	1	3	4	0	0	7	0	2	0	0	2	10
4:30 PM	0	0	0	0	0	0	5	0	0	5	2	4	0	0	6	0	2	0	0	2	13
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
Total	0	0	0	0	0	0	10	0	0	10	6	13	1	0	20	0	9	0	0	9	39
5:00 PM	0	0	0	0	0	1	1	0	0	2	2	2	0	0	4	0	2	0	0	2	8
5:15 PM	0	0	0	0	0	0	8	0	0	8	1	3	0	0	4	0	0	0	0	0	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	8
5:45 PM	0	0	0	0	0	0	5	0	0	5	4	4	0	0	8	0	3	0	0	3	16
Total	0	0	0	0	0	1	14	0	0	15	9	11	0	0	20	0	8	1	0	9	44
Grand Total	0	0	0	0	0	1	24	0	0	25	15	24	1	0	40	0	17	1	0	18	83
Approach %	0.0	0.0	0.0	0.0		4.0	96.0	0.0	0.0		37.5	60.0	2.5	0.0		0.0	94.4	5.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.2	28.9	0.0	0.0	30.1	18.1	28.9	1.2	0.0	48.2	0.0	20.5	1.2	0.0	21.7	
Exiting Leg Total					26					32					0					25	83
Buses	0	0	0	0	0	0	13	0	0	13	14	13	0	0	27	0	13	0	0	13	53
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	52.0	93.3	54.2	0.0	0.0	67.5	0.0	76.5	0.0	0.0	72.2	63.9
Exiting Leg Total					13					27					0					13	53
Single-Unit Trucks	0	0	0	0	0	1	9	0	0	10	1	11	1	0	13	0	4	1	0	5	28
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	37.5	0.0	0.0	40.0	6.7	45.8	100.0	0.0	32.5	0.0	23.5	100.0	0.0	27.8	33.7
Exiting Leg Total					13					5					0					10	28
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	1	1	0	0	2	2	2	0	0	4	0	2	0	0	2	8
5:15 PM	0	0	0	0	0	0	8	0	0	8	1	3	0	0	4	0	0	0	0	0	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	8
5:45 PM	0	0	0	0	0	0	5	0	0	5	4	4	0	0	8	0	3	0	0	3	16
Total Volume	0	0	0	0	0	1	14	0	0	15	9	11	0	0	20	0	8	1	0	9	44
% Approach Total	0.0	0.0	0.0	0.0		6.7	93.3	0.0	0.0		45.0	55.0	0.0	0.0		0.0	88.9	11.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.438	0.000	0.000	0.469	0.563	0.688	0.000	0.000	0.625	0.000	0.667	0.250	0.000	0.563	0.688
Buses	0	0	0	0	0	0	5	0	0	5	8	5	0	0	13	0	6	0	0	6	24
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0	33.3	88.9	45.5	0.0	0.0	65.0	0.0	75.0	0.0	0.0	66.7	54.5
Single-Unit Trucks	0	0	0	0	0	1	7	0	0	8	1	6	0	0	7	0	2	1	0	3	18
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	53.3	11.1	54.5	0.0	0.0	35.0	0.0	25.0	100.0	0.0	33.3	40.9
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Buses	0	0	0	0	0	0	5	0	0	5	8	5	0	0	13	0	6	0	0	6	24
Single-Unit Trucks	0	0	0	0	0	1	7	0	0	8	1	6	0	0	7	0	2	1	0	3	18
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	0	0	0	0	1	14	0	0	15	9	11	0	0	20	0	8	1	0	9	44
Buses					5					14					0					5	24
Single-Unit Trucks					8					3					0					7	18
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					13					17					0					14	44

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	1	8	59	0	0	67	27	138	34	0	199	0	45	22	1	68	335
4:15 PM	0	0	0	0	0	10	68	0	0	78	23	111	34	0	168	0	48	23	2	73	319
4:30 PM	0	0	0	0	0	9	67	0	0	76	23	135	31	0	189	0	54	21	3	78	343
4:45 PM	0	0	0	0	0	17	68	0	0	85	23	119	31	0	173	0	53	28	1	82	340
Total	1	0	0	0	1	44	262	0	0	306	96	503	130	0	729	0	200	94	7	301	1337
5:00 PM	0	0	0	0	0	12	59	0	0	71	28	117	37	1	183	0	52	26	3	81	335
5:15 PM	0	0	0	0	0	11	62	0	0	73	24	129	33	0	186	0	48	18	1	67	326
5:30 PM	0	0	0	0	0	8	52	0	0	60	32	133	33	0	198	0	43	17	2	62	320
5:45 PM	0	0	0	0	0	13	62	0	0	75	23	106	25	0	154	0	45	18	2	65	294
Total	0	0	0	0	0	44	235	0	0	279	107	485	128	1	721	0	188	79	8	275	1275
Grand Total	1	0	0	0	1	88	497	0	0	585	203	988	258	1	1450	0	388	173	15	576	2612
Approach %	100.0	0.0	0.0	0.0		15.0	85.0	0.0	0.0		14.0	68.1	17.8	0.1		0.0	67.4	30.0	2.6		
Total %	0.0	0.0	0.0	0.0	0.0	3.4	19.0	0.0	0.0	22.4	7.8	37.8	9.9	0.0	55.5	0.0	14.9	6.6	0.6	22.1	
Exiting Leg Total					1249					591					1					771	2612

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	9	67	0	0	76	23	135	31	0	189	0	54	21	3	78	343
4:45 PM	0	0	0	0	0	17	68	0	0	85	23	119	31	0	173	0	53	28	1	82	340
5:00 PM	0	0	0	0	0	12	59	0	0	71	28	117	37	1	183	0	52	26	3	81	335
5:15 PM	0	0	0	0	0	11	62	0	0	73	24	129	33	0	186	0	48	18	1	67	326
Total Volume	0	0	0	0	0	49	256	0	0	305	98	500	132	1	731	0	207	93	8	308	1344
% Approach Total	0.0	0.0	0.0	0.0		16.1	83.9	0.0	0.0		13.4	68.4	18.1	0.1		0.0	67.2	30.2	2.6		
PHF	0.000	0.000	0.000	0.000	0.000	0.721	0.941	0.000	0.000	0.897	0.875	0.926	0.892	0.250	0.967	0.000	0.958	0.830	0.667	0.939	0.980
Entering Leg	0	0	0	0	0	49	256	0	0	305	98	500	132	1	731	0	207	93	8	308	1344
Exiting Leg					642					305					1					396	1344
Total					642					610					732					704	2688

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	9	0	0	9	4	13	1	0	18	0	8	2	0	10	37
4:15 PM	0	0	0	0	0	0	4	0	0	4	3	15	1	0	19	0	3	2	0	5	28
4:30 PM	0	0	0	0	0	1	2	0	0	3	0	17	1	0	18	0	3	2	0	5	26
4:45 PM	0	0	0	0	0	1	5	0	0	6	1	16	2	0	19	0	5	3	0	8	33
Total	0	0	0	0	0	2	20	0	0	22	8	61	5	0	74	0	19	9	0	28	124
5:00 PM	0	0	0	0	0	1	6	0	0	7	1	12	5	0	18	0	5	2	0	7	32
5:15 PM	0	0	0	0	0	1	1	0	0	2	6	10	2	0	18	0	4	2	0	6	26
5:30 PM	0	0	0	0	0	1	7	0	0	8	2	13	1	0	16	0	5	0	0	5	29
5:45 PM	0	0	0	0	0	1	7	0	0	8	4	13	2	0	19	0	2	1	0	3	30
Total	0	0	0	0	0	4	21	0	0	25	13	48	10	0	71	0	16	5	0	21	117
Grand Total	0	0	0	0	0	6	41	0	0	47	21	109	15	0	145	0	35	14	0	49	241
Approach %	0.0	0.0	0.0	0.0		12.8	87.2	0.0	0.0		14.5	75.2	10.3	0.0		0.0	71.4	28.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.5	17.0	0.0	0.0	19.5	8.7	45.2	6.2	0.0	60.2	0.0	14.5	5.8	0.0	20.3	
Exiting Leg Total					129					56					0					56	241

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	9	0	0	9	4	13	1	0	18	0	8	2	0	10	37
4:15 PM	0	0	0	0	0	0	4	0	0	4	3	15	1	0	19	0	3	2	0	5	28
4:30 PM	0	0	0	0	0	1	2	0	0	3	0	17	1	0	18	0	3	2	0	5	26
4:45 PM	0	0	0	0	0	1	5	0	0	6	1	16	2	0	19	0	5	3	0	8	33
Total Volume	0	0	0	0	0	2	20	0	0	22	8	61	5	0	74	0	19	9	0	28	124
% Approach Total	0.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		10.8	82.4	6.8	0.0		0.0	67.9	32.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.556	0.000	0.000	0.611	0.500	0.897	0.625	0.000	0.974	0.000	0.594	0.750	0.000	0.700	0.838
Entering Leg	0	0	0	0	0	2	20	0	0	22	8	61	5	0	74	0	19	9	0	28	124
Exiting Leg					72					27					0					25	124
Total					72					49					74					53	248

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	3	0	0	4	0	3	0	0	3	9
4:15 PM	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	0	1	0	0	1	7
4:30 PM	0	0	0	0	0	0	3	0	0	3	2	2	0	0	4	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
Total	0	0	0	0	0	0	8	0	0	8	6	8	0	0	14	0	7	0	0	7	29
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	2	0	0	2	5
5:15 PM	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	2	0	0	2	3	2	0	0	5	0	2	0	0	2	9
Total	0	0	0	0	0	0	5	0	0	5	8	5	0	0	13	0	6	0	0	6	24
Grand Total	0	0	0	0	0	0	13	0	0	13	14	13	0	0	27	0	13	0	0	13	53
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		51.9	48.1	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0.0	0.0	24.5	26.4	24.5	0.0	0.0	50.9	0.0	24.5	0.0	0.0	24.5	
Exiting Leg Total					13					27					0					13	53

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	3	0	0	4	0	3	0	0	3	9
4:15 PM	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	0	1	0	0	1	7
4:30 PM	0	0	0	0	0	0	3	0	0	3	2	2	0	0	4	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
Total Volume	0	0	0	0	0	0	8	0	0	8	6	8	0	0	14	0	7	0	0	7	29
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		42.9	57.1	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.500	0.667	0.000	0.000	0.700	0.000	0.583	0.000	0.000	0.583	0.806
Entering Leg	0	0	0	0	0	0	8	0	0	8	6	8	0	0	14	0	7	0	0	7	29
Exiting Leg					8					13					0					8	29
Total					8					21					14					15	58

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	5	1	0	6	0	2	0	0	2	10
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
5:45 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	5
Total	0	0	0	0	0	1	7	0	0	8	1	6	0	0	7	0	2	1	0	3	18
Grand Total	0	0	0	0	0	1	9	0	0	10	1	11	1	0	13	0	4	1	0	5	28
Approach %	0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		7.7	84.6	7.7	0.0		0.0	80.0	20.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.6	32.1	0.0	0.0	35.7	3.6	39.3	3.6	0.0	46.4	0.0	14.3	3.6	0.0	17.9	
Exiting Leg Total					13					5					0					10	28

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
5:45 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	5
Total Volume	0	0	0	0	0	1	7	0	0	8	1	6	0	0	7	0	2	1	0	3	18
% Approach Total	0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		14.3	85.7	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.350	0.000	0.000	0.400	0.250	0.750	0.000	0.000	0.583	0.000	0.500	0.250	0.000	0.375	0.750
Entering Leg	0	0	0	0	0	1	7	0	0	8	1	6	0	0	7	0	2	1	0	3	18
Exiting Leg					8					3					0					7	18
Total					8					11					7					10	36

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North					Centre Street from East					Main Street from South					Legion Parkway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					0					2	2
Total					0					2					0					2	4

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	3	1	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	4	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	4	0	0	0	0	0	1	1	6
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	2	1	5	0	0	0	0	3	2	5	12
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	40.0	0.0	0.0	40.0	20.0		0.0	0.0	0.0	0.0	60.0	40.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	8.3	16.7	0.0	16.7	0.0	0.0	16.7	8.3	41.7	0.0	0.0	0.0	0.0	25.0	16.7	41.7	
Exiting Leg Total							2							1							3							6	12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	4	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	1	5	0	0	0	0	0	2	2	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	40.0	0.0	0.0	40.0	20.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.400
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	1	5	0	0	0	0	0	2	2	8
Exiting Leg							2							1							3							2	8
Total							2							2							8							4	16

PDI File #: **186458-5**
Location: **N: Main Street S: Main Street**
Location: **E: Centre Street W: Legion Parkway**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	7	8	15	0	0	0	0	7	5	12	0	0	0	0	3	6	9	0	0	0	0	3	5	8	44
4:15 PM	0	0	0	0	4	5	9	0	0	0	0	3	1	4	0	0	0	0	8	3	11	0	0	0	0	5	2	7	31
4:30 PM	0	0	0	0	6	9	15	0	0	0	0	2	1	3	0	0	0	0	6	2	8	0	0	0	0	2	6	8	34
4:45 PM	0	0	0	0	3	3	6	0	0	0	0	4	3	7	0	0	0	0	6	3	9	0	0	0	0	4	3	7	29
Total	0	0	0	0	20	25	45	0	0	0	0	16	10	26	0	0	0	0	23	14	37	0	0	0	0	14	16	30	138
5:00 PM	0	0	0	0	8	0	8	0	0	0	0	3	8	11	0	0	0	0	6	7	13	0	0	0	0	0	7	7	39
5:15 PM	0	0	0	0	5	7	12	0	0	0	0	3	5	8	0	0	0	0	0	4	4	0	0	0	0	3	7	10	34
5:30 PM	0	0	0	0	8	3	11	0	0	0	0	3	1	4	0	0	0	0	2	7	9	0	0	0	0	2	6	8	32
5:45 PM	0	0	0	0	4	1	5	0	0	0	0	3	4	7	0	0	0	0	7	8	15	0	0	0	0	3	3	6	33
Total	0	0	0	0	25	11	36	0	0	0	0	12	18	30	0	0	0	0	15	26	41	0	0	0	0	8	23	31	138
Grand Total	0	0	0	0	45	36	81	0	0	0	0	28	28	56	0	0	0	0	38	40	78	0	0	0	0	22	39	61	276
Approach %	0	0	0	0	55.6	44.4		0	0	0	0	50	50		0	0	0	0	48.7	51.3		0	0	0	0	36.1	63.9		
Total %	0	0	0	0	16.3	13	29.3	0	0	0	0	10.1	10.1	20.3	0	0	0	0	13.8	14.5	28.3	0	0	0	0	7.97	14.1	22.1	
Exiting Leg Total							81							56							78							61	276

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North							Centre Street from East							Main Street from South							Legion Parkway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	7	8	15	0	0	0	0	7	5	12	0	0	0	0	3	6	9	0	0	0	0	3	5	8	44
4:15 PM	0	0	0	0	4	5	9	0	0	0	0	3	1	4	0	0	0	0	8	3	11	0	0	0	0	5	2	7	31
4:30 PM	0	0	0	0	6	9	15	0	0	0	0	2	1	3	0	0	0	0	6	2	8	0	0	0	0	2	6	8	34
4:45 PM	0	0	0	0	3	3	6	0	0	0	0	4	3	7	0	0	0	0	6	3	9	0	0	0	0	4	3	7	29
Total Volume	0	0	0	0	20	25	45	0	0	0	0	16	10	26	0	0	0	0	23	14	37	0	0	0	0	14	16	30	138
% Approach Total	0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	61.5	38.5		0.0	0.0	0.0	0.0	62.2	37.8		0.0	0.0	0.0	0.0	46.7	53.3		
PHF	0.000	0.000	0.000	0.000	0.714	0.694	0.750	0.000	0.000	0.000	0.000	0.571	0.500	0.542	0.000	0.000	0.000	0.000	0.719	0.583	0.841	0.000	0.000	0.000	0.000	0.700	0.667	0.938	0.784
Entering Leg	0	0	0	0	20	25	45	0	0	0	0	16	10	26	0	0	0	0	23	14	37	0	0	0	0	14	16	30	138
Exiting Leg							45							26							37							30	138
Total							90							52							74							60	276

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	13	39	0	0	52	0	149	7	0	156	0	0	0	0	0	208
7:15 AM	0	0	0	0	0	24	56	0	0	80	0	181	10	0	191	0	0	0	0	0	271
7:30 AM	0	0	0	0	0	29	69	0	0	98	0	190	15	0	205	0	0	0	0	0	303
7:45 AM	0	0	0	0	0	49	82	0	0	131	0	180	19	0	199	0	0	0	0	0	330
Total	0	0	0	0	0	115	246	0	0	361	0	700	51	0	751	0	0	0	0	0	1112
8:00 AM	0	0	0	0	0	36	85	0	0	121	0	167	17	0	184	0	0	0	0	0	305
8:15 AM	0	0	0	0	0	17	80	0	0	97	0	172	25	0	197	0	0	0	0	0	294
8:30 AM	0	0	0	0	0	18	69	0	0	87	0	173	23	0	196	0	0	0	0	0	283
8:45 AM	0	0	0	0	0	21	70	0	0	91	0	164	28	0	192	0	0	0	0	0	283
Total	0	0	0	0	0	92	304	0	0	396	0	676	93	0	769	0	0	0	0	0	1165
Grand Total	0	0	0	0	0	207	550	0	0	757	0	1376	144	0	1520	0	0	0	0	0	2277
Approach %	0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		0.0	90.5	9.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	9.1	24.2	0.0	0.0	33.2	0.0	60.4	6.3	0.0	66.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1583					0					0					694	2277
Cars	0	0	0	0	0	188	537	0	0	725	0	1311	140	0	1451	0	0	0	0	0	2176
% Cars	0.0	0.0	0.0	0.0	0.0	90.8	97.6	0.0	0.0	95.8	0.0	95.3	97.2	0.0	95.5	0.0	0.0	0.0	0.0	0.0	95.6
Exiting Leg Total					1499					0					0					677	2176
Heavy Vehicles	0	0	0	0	0	19	13	0	0	32	0	65	4	0	69	0	0	0	0	0	101
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	9.2	2.4	0.0	0.0	4.2	0.0	4.7	2.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total					84					0					0					17	101

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	29	69	0	0	98	0	190	15	0	205	0	0	0	0	0	303
7:45 AM	0	0	0	0	0	49	82	0	0	131	0	180	19	0	199	0	0	0	0	0	330
8:00 AM	0	0	0	0	0	36	85	0	0	121	0	167	17	0	184	0	0	0	0	0	305
8:15 AM	0	0	0	0	0	17	80	0	0	97	0	172	25	0	197	0	0	0	0	0	294
Total Volume	0	0	0	0	0	131	316	0	0	447	0	709	76	0	785	0	0	0	0	0	1232
% Approach Total	0.0	0.0	0.0	0.0		29.3	70.7	0.0	0.0		0.0	90.3	9.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.668	0.929	0.000	0.000	0.853	0.000	0.933	0.760	0.000	0.957	0.000	0.000	0.000	0.000	0.000	0.933
Cars	0	0	0	0	0	121	309	0	0	430	0	677	75	0	752	0	0	0	0	0	1182
Cars %	0.0	0.0	0.0	0.0	0.0	92.4	97.8	0.0	0.0	96.2	0.0	95.5	98.7	0.0	95.8	0.0	0.0	0.0	0.0	0.0	95.9
Heavy Vehicles	0	0	0	0	0	10	7	0	0	17	0	32	1	0	33	0	0	0	0	0	50
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	7.6	2.2	0.0	0.0	3.8	0.0	4.5	1.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4.1
Cars Enter Leg	0	0	0	0	0	121	309	0	0	430	0	677	75	0	752	0	0	0	0	0	1182
Heavy Enter Leg	0	0	0	0	0	10	7	0	0	17	0	32	1	0	33	0	0	0	0	0	50
Total Entering Leg	0	0	0	0	0	131	316	0	0	447	0	709	76	0	785	0	0	0	0	0	1232
Cars Exiting Leg					798					0					0					384	1182
Heavy Exiting Leg					42					0					0					8	50
Total Exiting Leg					840					0					0					392	1232

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	11	38	0	0	49	0	138	7	0	145	0	0	0	0	0	194
7:15 AM	0	0	0	0	0	22	55	0	0	77	0	172	10	0	182	0	0	0	0	0	259
7:30 AM	0	0	0	0	0	26	67	0	0	93	0	184	15	0	199	0	0	0	0	0	292
7:45 AM	0	0	0	0	0	45	81	0	0	126	0	175	19	0	194	0	0	0	0	0	320
Total	0	0	0	0	0	104	241	0	0	345	0	669	51	0	720	0	0	0	0	0	1065
8:00 AM	0	0	0	0	0	34	81	0	0	115	0	153	17	0	170	0	0	0	0	0	285
8:15 AM	0	0	0	0	0	16	80	0	0	96	0	165	24	0	189	0	0	0	0	0	285
8:30 AM	0	0	0	0	0	15	67	0	0	82	0	168	22	0	190	0	0	0	0	0	272
8:45 AM	0	0	0	0	0	19	68	0	0	87	0	156	26	0	182	0	0	0	0	0	269
Total	0	0	0	0	0	84	296	0	0	380	0	642	89	0	731	0	0	0	0	0	1111
Grand Total	0	0	0	0	0	188	537	0	0	725	0	1311	140	0	1451	0	0	0	0	0	2176
Approach %	0.0	0.0	0.0	0.0		25.9	74.1	0.0	0.0		0.0	90.4	9.6	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.6	24.7	0.0	0.0	33.3	0.0	60.2	6.4	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1499					0					0					677	2176

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	26	67	0	0	93	0	184	15	0	199	0	0	0	0	0	292
7:45 AM	0	0	0	0	0	45	81	0	0	126	0	175	19	0	194	0	0	0	0	0	320
8:00 AM	0	0	0	0	0	34	81	0	0	115	0	153	17	0	170	0	0	0	0	0	285
8:15 AM	0	0	0	0	0	16	80	0	0	96	0	165	24	0	189	0	0	0	0	0	285
Total Volume	0	0	0	0	0	121	309	0	0	430	0	677	75	0	752	0	0	0	0	0	1182
% Approach Total	0.0	0.0	0.0	0.0		28.1	71.9	0.0	0.0		0.0	90.0	10.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.672	0.954	0.000	0.000	0.853	0.000	0.920	0.781	0.000	0.945	0.000	0.000	0.000	0.000	0.000	0.923
Entering Leg	0	0	0	0	0	121	309	0	0	430	0	677	75	0	752	0	0	0	0	0	1182
Exiting Leg					798					0					0					384	1182
Total					798					430					752					384	2364

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	2	1	0	0	3	0	11	0	0	11	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	2	1	0	0	3	0	9	0	0	9	0	0	0	0	0	12
7:30 AM	0	0	0	0	0	3	2	0	0	5	0	6	0	0	6	0	0	0	0	0	11
7:45 AM	0	0	0	0	0	4	1	0	0	5	0	5	0	0	5	0	0	0	0	0	10
Total	0	0	0	0	0	11	5	0	0	16	0	31	0	0	31	0	0	0	0	0	47
8:00 AM	0	0	0	0	0	2	4	0	0	6	0	14	0	0	14	0	0	0	0	0	20
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	3	2	0	0	5	0	5	1	0	6	0	0	0	0	0	11
8:45 AM	0	0	0	0	0	2	2	0	0	4	0	8	2	0	10	0	0	0	0	0	14
Total	0	0	0	0	0	8	8	0	0	16	0	34	4	0	38	0	0	0	0	0	54
Grand Total	0	0	0	0	0	19	13	0	0	32	0	65	4	0	69	0	0	0	0	0	101
Approach %	0.0	0.0	0.0	0.0		59.4	40.6	0.0	0.0		0.0	94.2	5.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	18.8	12.9	0.0	0.0	31.7	0.0	64.4	4.0	0.0	68.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					84					0					0					17	101
Buses	0	0	0	0	0	14	9	0	0	23	0	44	1	0	45	0	0	0	0	0	68
% Buses	0.0	0.0	0.0	0.0	0.0	73.7	69.2	0.0	0.0	71.9	0.0	67.7	25.0	0.0	65.2	0.0	0.0	0.0	0.0	0.0	67.3
Exiting Leg Total					58					0					0					10	68
Single-Unit Trucks	0	0	0	0	0	5	4	0	0	9	0	18	3	0	21	0	0	0	0	0	30
% Single-Unit	0.0	0.0	0.0	0.0	0.0	26.3	30.8	0.0	0.0	28.1	0.0	27.7	75.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	29.7
Exiting Leg Total					23					0					0					7	30
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	3.0
Exiting Leg Total					3					0					0					0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	2	4	0	0	6	0	14	0	0	14	0	0	0	0	0	20
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	3	2	0	0	5	0	5	1	0	6	0	0	0	0	0	11
8:45 AM	0	0	0	0	0	2	2	0	0	4	0	8	2	0	10	0	0	0	0	0	14
Total Volume	0	0	0	0	0	8	8	0	0	16	0	34	4	0	38	0	0	0	0	0	54
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	89.5	10.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.667	0.500	0.000	0.000	0.667	0.000	0.607	0.500	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.675
Buses	0	0	0	0	0	6	6	0	0	12	0	20	1	0	21	0	0	0	0	0	33
Buses %	0.0	0.0	0.0	0.0	0.0	75.0	75.0	0.0	0.0	75.0	0.0	58.8	25.0	0.0	55.3	0.0	0.0	0.0	0.0	0.0	61.1
Single-Unit Trucks	0	0	0	0	0	2	2	0	0	4	0	13	3	0	16	0	0	0	0	0	20
Single-Unit %	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	38.2	75.0	0.0	42.1	0.0	0.0	0.0	0.0	0.0	37.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.9
Buses	0	0	0	0	0	6	6	0	0	12	0	20	1	0	21	0	0	0	0	0	33
Single-Unit Trucks	0	0	0	0	0	2	2	0	0	4	0	13	3	0	16	0	0	0	0	0	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	8	8	0	0	16	0	34	4	0	38	0	0	0	0	0	54
Buses					26					0					0					7	33
Single-Unit Trucks					15					0					0					5	20
Articulated Trucks					1					0					0					0	1
Total Exiting Leg					42					0					0					12	54

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	10	33	0	0	43	0	115	4	0	119	0	0	0	0	0	162
7:15 AM	0	0	0	0	0	18	50	0	0	68	0	154	8	0	162	0	0	0	0	0	230
7:30 AM	0	0	0	0	0	24	56	0	0	80	0	167	13	0	180	0	0	0	0	0	260
7:45 AM	0	0	0	0	0	39	75	0	0	114	0	161	19	0	180	0	0	0	0	0	294
Total	0	0	0	0	0	91	214	0	0	305	0	597	44	0	641	0	0	0	0	0	946
8:00 AM	0	0	0	0	0	30	76	0	0	106	0	137	16	0	153	0	0	0	0	0	259
8:15 AM	0	0	0	0	0	15	72	0	0	87	0	151	20	0	171	0	0	0	0	0	258
8:30 AM	0	0	0	0	0	13	64	0	0	77	0	144	18	0	162	0	0	0	0	0	239
8:45 AM	0	0	0	0	0	17	59	0	0	76	0	141	25	0	166	0	0	0	0	0	242
Total	0	0	0	0	0	75	271	0	0	346	0	573	79	0	652	0	0	0	0	0	998
Grand Total	0	0	0	0	0	166	485	0	0	651	0	1170	123	0	1293	0	0	0	0	0	1944
Approach %	0.0	0.0	0.0	0.0		25.5	74.5	0.0	0.0		0.0	90.5	9.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.5	24.9	0.0	0.0	33.5	0.0	60.2	6.3	0.0	66.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1336					0					0					608	1944

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	24	56	0	0	80	0	167	13	0	180	0	0	0	0	0	260
7:45 AM	0	0	0	0	0	39	75	0	0	114	0	161	19	0	180	0	0	0	0	0	294
8:00 AM	0	0	0	0	0	30	76	0	0	106	0	137	16	0	153	0	0	0	0	0	259
8:15 AM	0	0	0	0	0	15	72	0	0	87	0	151	20	0	171	0	0	0	0	0	258
Total Volume	0	0	0	0	0	108	279	0	0	387	0	616	68	0	684	0	0	0	0	0	1071
% Approach Total	0.0	0.0	0.0	0.0		27.9	72.1	0.0	0.0		0.0	90.1	9.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.692	0.918	0.000	0.000	0.849	0.000	0.922	0.850	0.000	0.950	0.000	0.000	0.000	0.000	0.000	0.911
Entering Leg	0	0	0	0	0	108	279	0	0	387	0	616	68	0	684	0	0	0	0	0	1071
Exiting Leg					724					0					0					347	1071
Total					724					387					684					347	2142

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	5	0	0	6	0	23	3	0	26	0	0	0	0	0	32
7:15 AM	0	0	0	0	0	4	5	0	0	9	0	18	2	0	20	0	0	0	0	0	29
7:30 AM	0	0	0	0	0	2	11	0	0	13	0	17	2	0	19	0	0	0	0	0	32
7:45 AM	0	0	0	0	0	6	6	0	0	12	0	14	0	0	14	0	0	0	0	0	26
Total	0	0	0	0	0	13	27	0	0	40	0	72	7	0	79	0	0	0	0	0	119
8:00 AM	0	0	0	0	0	4	5	0	0	9	0	16	1	0	17	0	0	0	0	0	26
8:15 AM	0	0	0	0	0	1	8	0	0	9	0	14	4	0	18	0	0	0	0	0	27
8:30 AM	0	0	0	0	0	2	3	0	0	5	0	24	4	0	28	0	0	0	0	0	33
8:45 AM	0	0	0	0	0	2	9	0	0	11	0	15	1	0	16	0	0	0	0	0	27
Total	0	0	0	0	0	9	25	0	0	34	0	69	10	0	79	0	0	0	0	0	113
Grand Total	0	0	0	0	0	22	52	0	0	74	0	141	17	0	158	0	0	0	0	0	232
Approach %	0.0	0.0	0.0	0.0		29.7	70.3	0.0	0.0		0.0	89.2	10.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	9.5	22.4	0.0	0.0	31.9	0.0	60.8	7.3	0.0	68.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					163					0					0					69	232

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	5	0	0	6	0	23	3	0	26	0	0	0	0	0	32
7:15 AM	0	0	0	0	0	4	5	0	0	9	0	18	2	0	20	0	0	0	0	0	29
7:30 AM	0	0	0	0	0	2	11	0	0	13	0	17	2	0	19	0	0	0	0	0	32
7:45 AM	0	0	0	0	0	6	6	0	0	12	0	14	0	0	14	0	0	0	0	0	26
Total Volume	0	0	0	0	0	13	27	0	0	40	0	72	7	0	79	0	0	0	0	0	119
% Approach Total	0.0	0.0	0.0	0.0		32.5	67.5	0.0	0.0		0.0	91.1	8.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.542	0.614	0.000	0.000	0.769	0.000	0.783	0.583	0.000	0.760	0.000	0.000	0.000	0.000	0.000	0.930
Entering Leg	0	0	0	0	0	13	27	0	0	40	0	72	7	0	79	0	0	0	0	0	119
Exiting Leg					85					0					0					34	119
Total					85					40					79					34	238

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	8
7:15 AM	0	0	0	0	0	1	1	0	0	2	0	7	0	0	7	0	0	0	0	0	9
7:30 AM	0	0	0	0	0	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	3	1	0	0	4	0	5	0	0	5	0	0	0	0	0	9
Total	0	0	0	0	0	8	3	0	0	11	0	24	0	0	24	0	0	0	0	0	35
8:00 AM	0	0	0	0	0	2	3	0	0	5	0	6	0	0	6	0	0	0	0	0	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	2	1	0	0	3	0	5	0	0	5	0	0	0	0	0	8
8:45 AM	0	0	0	0	0	2	2	0	0	4	0	5	1	0	6	0	0	0	0	0	10
Total	0	0	0	0	0	6	6	0	0	12	0	20	1	0	21	0	0	0	0	0	33
Grand Total	0	0	0	0	0	14	9	0	0	23	0	44	1	0	45	0	0	0	0	0	68
Approach %	0.0	0.0	0.0	0.0		60.9	39.1	0.0	0.0		0.0	97.8	2.2	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	20.6	13.2	0.0	0.0	33.8	0.0	64.7	1.5	0.0	66.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					58					0					0					10	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	1	1	0	0	2	0	7	0	0	7	0	0	0	0	0	9
7:30 AM	0	0	0	0	0	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	3	1	0	0	4	0	5	0	0	5	0	0	0	0	0	9
8:00 AM	0	0	0	0	0	2	3	0	0	5	0	6	0	0	6	0	0	0	0	0	11
Total Volume	0	0	0	0	0	8	6	0	0	14	0	24	0	0	24	0	0	0	0	0	38
% Approach Total	0.0	0.0	0.0	0.0		57.1	42.9	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.667	0.500	0.000	0.000	0.700	0.000	0.857	0.000	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0.864
Entering Leg	0	0	0	0	0	8	6	0	0	14	0	24	0	0	24	0	0	0	0	0	38
Exiting Leg					32					0					0					6	38
Total					32					14					24					6	76

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	2	0	0	5	0	5	0	0	5	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	2	2	0	0	4	0	13	3	0	16	0	0	0	0	0	20
Grand Total	0	0	0	0	0	5	4	0	0	9	0	18	3	0	21	0	0	0	0	0	30
Approach %	0.0	0.0	0.0	0.0		55.6	44.4	0.0	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.7	13.3	0.0	0.0	30.0	0.0	60.0	10.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					23					0					0					7	30

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	2	2	0	0	4	0	13	3	0	16	0	0	0	0	0	20
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	81.3	18.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.406	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.556
Entering Leg	0	0	0	0	0	2	2	0	0	4	0	13	3	0	16	0	0	0	0	0	20
Exiting Leg					15					0					0					5	20
Total					15					4					16					5	40

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					0					0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg					2					0					0					0	2
Total					2					0					2					0	4

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	1	0	0	0	0	1	1	2	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	0	0	2	0	0	0	0	1	1	2	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	16.7	16.7	33.3	
Exiting Leg Total							2							2							0							2	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	1	0	0	0	0	1	1	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	1	0	0	0	0	1	1	2	5
Exiting Leg							1							2							0							2	5
Total							1							4							1							4	10

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	4	1	5	13
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	1	1	2	0	0	0	0	5	5	10	20
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	2	9	11	0	0	0	0	1	0	1	0	0	0	0	12	3	15	28
7:45 AM	0	0	0	0	3	0	3	0	0	0	0	3	2	5	0	0	0	0	0	1	1	0	0	0	0	4	2	6	15
Total	0	0	0	0	4	3	7	0	0	0	0	11	18	29	0	0	0	0	2	2	4	0	0	0	0	25	11	36	76
8:00 AM	0	0	0	0	3	1	4	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	4	1	5	15
8:15 AM	0	0	0	0	2	1	3	0	0	0	0	0	4	4	0	0	0	0	0	1	1	0	0	0	0	5	4	9	17
8:30 AM	0	0	0	0	5	1	6	0	0	0	0	2	3	5	0	0	0	0	3	3	6	0	0	0	0	6	1	7	24
8:45 AM	0	0	0	0	1	2	3	0	0	0	0	7	3	10	0	0	0	0	3	0	3	0	0	0	0	5	5	10	26
Total	0	0	0	0	11	5	16	0	0	0	0	11	11	22	0	0	0	0	9	4	13	0	0	0	0	20	11	31	82
Grand Total	0	0	0	0	15	8	23	0	0	0	0	22	29	51	0	0	0	0	11	6	17	0	0	0	0	45	22	67	158
Approach %	0	0	0	0	65.2	34.8		0	0	0	0	43.1	56.9		0	0	0	0	64.7	35.3		0	0	0	0	67.2	32.8		
Total %	0	0	0	0	9.49	5.06	14.6	0	0	0	0	13.9	18.4	32.3	0	0	0	0	6.96	3.8	10.8	0	0	0	0	28.5	13.9	42.4	
Exiting Leg Total							23							51							17							67	158

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	3	1	4	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	4	1	5	15
8:15 AM	0	0	0	0	2	1	3	0	0	0	0	0	4	4	0	0	0	0	0	1	1	0	0	0	0	5	4	9	17
8:30 AM	0	0	0	0	5	1	6	0	0	0	0	2	3	5	0	0	0	0	3	3	6	0	0	0	0	6	1	7	24
8:45 AM	0	0	0	0	1	2	3	0	0	0	0	7	3	10	0	0	0	0	3	0	3	0	0	0	0	5	5	10	26
Total Volume	0	0	0	0	11	5	16	0	0	0	0	11	11	22	0	0	0	0	9	4	13	0	0	0	0	20	11	31	82
% Approach Total	0.0	0.0	0.0	0.0	68.8	31.3		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	69.2	30.8		0.0	0.0	0.0	0.0	64.5	35.5		
PHF	0.000	0.000	0.000	0.000	0.550	0.625	0.667	0.000	0.000	0.000	0.000	0.393	0.688	0.550	0.000	0.000	0.000	0.000	0.750	0.333	0.542	0.000	0.000	0.000	0.000	0.833	0.550	0.775	0.788
Entering Leg	0	0	0	0	11	5	16	0	0	0	0	11	11	22	0	0	0	0	9	4	13	0	0	0	0	20	11	31	82
Exiting Leg							16							22							13							31	82
Total							32							44							26							62	164

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	46	83	0	0	129	0	184	23	0	207	0	0	0	0	0	336
4:15 PM	0	0	0	0	0	28	83	0	0	111	0	173	15	0	188	0	0	0	0	0	299
4:30 PM	0	0	0	0	0	45	90	0	0	135	0	186	35	0	221	0	0	0	0	0	356
4:45 PM	0	0	0	0	0	31	81	0	0	112	0	164	20	0	184	0	0	0	0	0	296
Total	0	0	0	0	0	150	337	0	0	487	0	707	93	0	800	0	0	0	0	0	1287
5:00 PM	0	0	0	0	0	36	83	0	0	119	0	188	28	0	216	0	0	0	0	0	335
5:15 PM	0	0	0	0	0	28	97	0	0	125	0	195	21	0	216	0	0	0	0	0	341
5:30 PM	0	0	0	0	0	25	65	0	0	90	0	187	23	0	210	0	0	0	0	0	300
5:45 PM	0	0	0	0	0	26	77	0	0	103	0	157	13	0	170	0	0	0	0	0	273
Total	0	0	0	0	0	115	322	0	0	437	0	727	85	0	812	0	0	0	0	0	1249
Grand Total	0	0	0	0	0	265	659	0	0	924	0	1434	178	0	1612	0	0	0	0	0	2536
Approach %	0.0	0.0	0.0	0.0		28.7	71.3	0.0	0.0		0.0	89.0	11.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	10.4	26.0	0.0	0.0	36.4	0.0	56.5	7.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1699					0					0					837	2536
Cars	0	0	0	0	0	252	655	0	0	907	0	1404	175	0	1579	0	0	0	0	0	2486
% Cars	0.0	0.0	0.0	0.0	0.0	95.1	99.4	0.0	0.0	98.2	0.0	97.9	98.3	0.0	98.0	0.0	0.0	0.0	0.0	0.0	98.0
Exiting Leg Total					1656					0					0					830	2486
Heavy Vehicles	0	0	0	0	0	13	4	0	0	17	0	30	3	0	33	0	0	0	0	0	50
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	4.9	0.6	0.0	0.0	1.8	0.0	2.1	1.7	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total					43					0					0					7	50

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	45	90	0	0	135	0	186	35	0	221	0	0	0	0	0	356
4:45 PM	0	0	0	0	0	31	81	0	0	112	0	164	20	0	184	0	0	0	0	0	296
5:00 PM	0	0	0	0	0	36	83	0	0	119	0	188	28	0	216	0	0	0	0	0	335
5:15 PM	0	0	0	0	0	28	97	0	0	125	0	195	21	0	216	0	0	0	0	0	341
Total Volume	0	0	0	0	0	140	351	0	0	491	0	733	104	0	837	0	0	0	0	0	1328
% Approach Total	0.0	0.0	0.0	0.0		28.5	71.5	0.0	0.0		0.0	87.6	12.4	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.778	0.905	0.000	0.000	0.909	0.000	0.940	0.743	0.000	0.947	0.000	0.000	0.000	0.000	0.000	0.933
Cars	0	0	0	0	0	133	349	0	0	482	0	723	103	0	826	0	0	0	0	0	1308
Cars %	0.0	0.0	0.0	0.0	0.0	95.0	99.4	0.0	0.0	98.2	0.0	98.6	99.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.5
Heavy Vehicles	0	0	0	0	0	7	2	0	0	9	0	10	1	0	11	0	0	0	0	0	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	5.0	0.6	0.0	0.0	1.8	0.0	1.4	1.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	0	0	0	0	0	133	349	0	0	482	0	723	103	0	826	0	0	0	0	0	1308
Heavy Enter Leg	0	0	0	0	0	7	2	0	0	9	0	10	1	0	11	0	0	0	0	0	20
Total Entering Leg	0	0	0	0	0	140	351	0	0	491	0	733	104	0	837	0	0	0	0	0	1328
Cars Exiting Leg					856					0					0					452	1308
Heavy Exiting Leg					17					0					0					3	20
Total Exiting Leg					873					0					0					455	1328

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	44	82	0	0	126	0	180	23	0	203	0	0	0	0	0	329
4:15 PM	0	0	0	0	0	27	83	0	0	110	0	166	13	0	179	0	0	0	0	0	289
4:30 PM	0	0	0	0	0	43	89	0	0	132	0	182	35	0	217	0	0	0	0	0	349
4:45 PM	0	0	0	0	0	29	80	0	0	109	0	163	20	0	183	0	0	0	0	0	292
Total	0	0	0	0	0	143	334	0	0	477	0	691	91	0	782	0	0	0	0	0	1259
5:00 PM	0	0	0	0	0	35	83	0	0	118	0	185	27	0	212	0	0	0	0	0	330
5:15 PM	0	0	0	0	0	26	97	0	0	123	0	193	21	0	214	0	0	0	0	0	337
5:30 PM	0	0	0	0	0	25	65	0	0	90	0	183	23	0	206	0	0	0	0	0	296
5:45 PM	0	0	0	0	0	23	76	0	0	99	0	152	13	0	165	0	0	0	0	0	264
Total	0	0	0	0	0	109	321	0	0	430	0	713	84	0	797	0	0	0	0	0	1227
Grand Total	0	0	0	0	0	252	655	0	0	907	0	1404	175	0	1579	0	0	0	0	0	2486
Approach %	0.0	0.0	0.0	0.0		27.8	72.2	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	10.1	26.3	0.0	0.0	36.5	0.0	56.5	7.0	0.0	63.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1656					0					0					830	2486

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	43	89	0	0	132	0	182	35	0	217	0	0	0	0	0	349
4:45 PM	0	0	0	0	0	29	80	0	0	109	0	163	20	0	183	0	0	0	0	0	292
5:00 PM	0	0	0	0	0	35	83	0	0	118	0	185	27	0	212	0	0	0	0	0	330
5:15 PM	0	0	0	0	0	26	97	0	0	123	0	193	21	0	214	0	0	0	0	0	337
Total Volume	0	0	0	0	0	133	349	0	0	482	0	723	103	0	826	0	0	0	0	0	1308
% Approach Total	0.0	0.0	0.0	0.0		27.6	72.4	0.0	0.0		0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.773	0.899	0.000	0.000	0.913	0.000	0.937	0.736	0.000	0.952	0.000	0.000	0.000	0.000	0.000	0.937
Entering Leg	0	0	0	0	0	133	349	0	0	482	0	723	103	0	826	0	0	0	0	0	1308
Exiting Leg					856					0					0					452	1308
Total					856					482					826					452	2616

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	7	2	0	9	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	7	3	0	0	10	0	16	2	0	18	0	0	0	0	0	28
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	3	1	0	0	4	0	5	0	0	5	0	0	0	0	0	9
Total	0	0	0	0	0	6	1	0	0	7	0	14	1	0	15	0	0	0	0	0	22
Grand Total	0	0	0	0	0	13	4	0	0	17	0	30	3	0	33	0	0	0	0	0	50
Approach %	0.0	0.0	0.0	0.0		76.5	23.5	0.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	26.0	8.0	0.0	0.0	34.0	0.0	60.0	6.0	0.0	66.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					43					0					0					7	50
Buses	0	0	0	0	0	10	1	0	0	11	0	20	0	0	20	0	0	0	0	0	31
% Buses	0.0	0.0	0.0	0.0	0.0	76.9	25.0	0.0	0.0	64.7	0.0	66.7	0.0	0.0	60.6	0.0	0.0	0.0	0.0	0.0	62.0
Exiting Leg Total					30					0					0					1	31
Single-Unit Trucks	0	0	0	0	0	3	2	0	0	5	0	10	2	0	12	0	0	0	0	0	17
% Single-Unit	0.0	0.0	0.0	0.0	0.0	23.1	50.0	0.0	0.0	29.4	0.0	33.3	66.7	0.0	36.4	0.0	0.0	0.0	0.0	0.0	34.0
Exiting Leg Total					13					0					0					4	17
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	5.9	0.0	0.0	33.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	7	2	0	9	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	0	0	0	0	7	3	0	0	10	0	16	2	0	18	0	0	0	0	0	28
% Approach Total	0.0	0.0	0.0	0.0		70.0	30.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.875	0.750	0.000	0.000	0.833	0.000	0.571	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.700
Buses	0	0	0	0	0	6	1	0	0	7	0	11	0	0	11	0	0	0	0	0	18
Buses %	0.0	0.0	0.0	0.0	0.0	85.7	33.3	0.0	0.0	70.0	0.0	68.8	0.0	0.0	61.1	0.0	0.0	0.0	0.0	0.0	64.3
Single-Unit Trucks	0	0	0	0	0	1	1	0	0	2	0	5	1	0	6	0	0	0	0	0	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	14.3	33.3	0.0	0.0	20.0	0.0	31.3	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	10.0	0.0	0.0	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7.1
Buses	0	0	0	0	0	6	1	0	0	7	0	11	0	0	11	0	0	0	0	0	18
Single-Unit Trucks	0	0	0	0	0	1	1	0	0	2	0	5	1	0	6	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total Entering Leg	0	0	0	0	0	7	3	0	0	10	0	16	2	0	18	0	0	0	0	0	28
Buses					17					0					0					1	18
Single-Unit Trucks					6					0					0					2	8
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					23					0					0					5	28

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	40	73	0	0	113	0	164	21	0	185	0	0	0	0	0	298
4:15 PM	0	0	0	0	0	22	73	0	0	95	0	150	12	0	162	0	0	0	0	0	257
4:30 PM	0	0	0	0	0	38	80	0	0	118	0	165	32	0	197	0	0	0	0	0	315
4:45 PM	0	0	0	0	0	25	73	0	0	98	0	150	20	0	170	0	0	0	0	0	268
Total	0	0	0	0	0	125	299	0	0	424	0	629	85	0	714	0	0	0	0	0	1138
5:00 PM	0	0	0	0	0	28	75	0	0	103	0	173	25	0	198	0	0	0	0	0	301
5:15 PM	0	0	0	0	0	25	87	0	0	112	0	171	19	0	190	0	0	0	0	0	302
5:30 PM	0	0	0	0	0	21	57	0	0	78	0	167	22	0	189	0	0	0	0	0	267
5:45 PM	0	0	0	0	0	20	73	0	0	93	0	138	13	0	151	0	0	0	0	0	244
Total	0	0	0	0	0	94	292	0	0	386	0	649	79	0	728	0	0	0	0	0	1114
Grand Total	0	0	0	0	0	219	591	0	0	810	0	1278	164	0	1442	0	0	0	0	0	2252
Approach %	0.0	0.0	0.0	0.0		27.0	73.0	0.0	0.0		0.0	88.6	11.4	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	9.7	26.2	0.0	0.0	36.0	0.0	56.7	7.3	0.0	64.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1497					0					0					755	2252

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	38	80	0	0	118	0	165	32	0	197	0	0	0	0	0	315
4:45 PM	0	0	0	0	0	25	73	0	0	98	0	150	20	0	170	0	0	0	0	0	268
5:00 PM	0	0	0	0	0	28	75	0	0	103	0	173	25	0	198	0	0	0	0	0	301
5:15 PM	0	0	0	0	0	25	87	0	0	112	0	171	19	0	190	0	0	0	0	0	302
Total Volume	0	0	0	0	0	116	315	0	0	431	0	659	96	0	755	0	0	0	0	0	1186
% Approach Total	0.0	0.0	0.0	0.0		26.9	73.1	0.0	0.0		0.0	87.3	12.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.763	0.905	0.000	0.000	0.913	0.000	0.952	0.750	0.000	0.953	0.000	0.000	0.000	0.000	0.000	0.941
Entering Leg	0	0	0	0	0	116	315	0	0	431	0	659	96	0	755	0	0	0	0	0	1186
Exiting Leg					775					0					0					411	1186
Total					775					431					755					411	2372

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	9	0	0	11	0	15	1	0	16	0	0	0	0	0	27
4:15 PM	0	0	0	0	0	5	10	0	0	15	0	16	0	0	16	0	0	0	0	0	31
4:30 PM	0	0	0	0	0	5	8	0	0	13	0	15	3	0	18	0	0	0	0	0	31
4:45 PM	0	0	0	0	0	4	7	0	0	11	0	13	0	0	13	0	0	0	0	0	24
Total	0	0	0	0	0	16	34	0	0	50	0	59	4	0	63	0	0	0	0	0	113
5:00 PM	0	0	0	0	0	7	8	0	0	15	0	12	2	0	14	0	0	0	0	0	29
5:15 PM	0	0	0	0	0	1	10	0	0	11	0	22	2	0	24	0	0	0	0	0	35
5:30 PM	0	0	0	0	0	4	8	0	0	12	0	16	1	0	17	0	0	0	0	0	29
5:45 PM	0	0	0	0	0	3	3	0	0	6	0	14	0	0	14	0	0	0	0	0	20
Total	0	0	0	0	0	15	29	0	0	44	0	64	5	0	69	0	0	0	0	0	113
Grand Total	0	0	0	0	0	31	63	0	0	94	0	123	9	0	132	0	0	0	0	0	226
Approach %	0.0	0.0	0.0	0.0		33.0	67.0	0.0	0.0		0.0	93.2	6.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	13.7	27.9	0.0	0.0	41.6	0.0	54.4	4.0	0.0	58.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					154					0					0					72	226

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	5	8	0	0	13	0	15	3	0	18	0	0	0	0	0	31
4:45 PM	0	0	0	0	0	4	7	0	0	11	0	13	0	0	13	0	0	0	0	0	24
5:00 PM	0	0	0	0	0	7	8	0	0	15	0	12	2	0	14	0	0	0	0	0	29
5:15 PM	0	0	0	0	0	1	10	0	0	11	0	22	2	0	24	0	0	0	0	0	35
Total Volume	0	0	0	0	0	17	33	0	0	50	0	62	7	0	69	0	0	0	0	0	119
% Approach Total	0.0	0.0	0.0	0.0		34.0	66.0	0.0	0.0		0.0	89.9	10.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.607	0.825	0.000	0.000	0.833	0.000	0.705	0.583	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.850
Entering Leg	0	0	0	0	0	17	33	0	0	50	0	62	7	0	69	0	0	0	0	0	119
Exiting Leg					79					0					0					40	119
Total					79					50					69					40	238

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	6	1	0	0	7	0	11	0	0	11	0	0	0	0	0	18
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	5
Total	0	0	0	0	0	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	13
Grand Total	0	0	0	0	0	10	1	0	0	11	0	20	0	0	20	0	0	0	0	0	31
Approach %	0.0	0.0	0.0	0.0		90.9	9.1	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	32.3	3.2	0.0	0.0	35.5	0.0	64.5	0.0	0.0	64.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					30					0					0					1	31

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	6	1	0	0	7	0	11	0	0	11	0	0	0	0	0	18
% Approach Total	0.0	0.0	0.0	0.0		85.7	14.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.583	0.000	0.458	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	6	1	0	0	7	0	11	0	0	11	0	0	0	0	0	18
Exiting Leg					17					0					0					1	18
Total					17					7					11					1	36

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	5	1	0	6	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	2	1	0	0	3	0	5	1	0	6	0	0	0	0	0	9
Grand Total	0	0	0	0	0	3	2	0	0	5	0	10	2	0	12	0	0	0	0	0	17
Approach %	0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	17.6	11.8	0.0	0.0	29.4	0.0	58.8	11.8	0.0	70.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					13					0					0					4	17

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
Total Volume	0	0	0	0	0	2	1	0	0	3	0	5	2	0	7	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	71.4	28.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.000	0.625	0.500	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	0	0	0	0	0	2	1	0	0	3	0	5	2	0	7	0	0	0	0	0	10
Exiting Leg					7					0					0					3	10
Total					7					3					7					3	20

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					2	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					School Street from East					Main Street from South					Frederick Douglas Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Exiting Leg					0					0					0					2	2
Total					0					1					1					2	4

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	1	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	2	2	4
Grand Total	0	1	0	0	2	1	4	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	3	4	7	13
Approach %	0.0	25.0	0.0	0.0	50.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	57.1		
Total %	0.0	7.7	0.0	0.0	15.4	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	23.1	30.8	53.8	
Exiting Leg Total							4							1							1							7	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	1	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	9
% Approach Total	0.0	25.0	0.0	0.0	50.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		
PHF	0.000	0.250	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.625	0.750
Entering Leg	0	1	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	9
Exiting Leg							3							0							1							5	9
Total							7							0							1							10	18

PDI File #: **186458-6**
Location: **N: Main Street S: Main Street**
Location: **E: School Street W: Frederick Douglas Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	5	6	0	0	0	0	9	11	20	0	0	0	0	0	0	0	0	0	0	0	3	10	13	39
4:15 PM	0	0	0	0	2	2	4	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	8	1	9	19
4:30 PM	0	0	0	0	2	2	4	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	0	3	10	13	25
4:45 PM	0	0	0	0	2	4	6	0	0	0	0	3	8	11	0	0	0	0	1	1	2	0	0	0	0	8	10	18	37
Total	0	0	0	0	7	13	20	0	0	0	0	19	26	45	0	0	0	0	1	1	2	0	0	0	0	22	31	53	120
5:00 PM	0	0	0	0	4	0	4	0	0	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	4	16	20	36
5:15 PM	0	0	0	0	1	3	4	0	0	0	0	6	3	9	0	0	0	0	2	0	2	0	0	0	0	9	7	16	31
5:30 PM	0	0	0	0	3	4	7	0	0	0	0	3	2	5	0	0	0	0	0	2	2	0	0	0	0	7	15	22	36
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	10	7	17	25
Total	0	0	0	0	9	8	17	0	0	0	0	13	17	30	0	0	0	0	3	3	6	0	0	0	0	30	45	75	128
Grand Total	0	0	0	0	16	21	37	0	0	0	0	32	43	75	0	0	0	0	4	4	8	0	0	0	0	52	76	128	248
Approach %	0	0	0	0	43.2	56.8		0	0	0	0	42.7	57.3		0	0	0	0	50	50		0	0	0	0	40.6	59.4		
Total %	0	0	0	0	6.45	8.47	14.9	0	0	0	0	12.9	17.3	30.2	0	0	0	0	1.61	1.61	3.23	0	0	0	0	21	30.6	51.6	
Exiting Leg Total							37							75							8							128	248

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Main Street from North							School Street from East							Main Street from South							Frederick Douglas Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	2	4	6	0	0	0	0	3	8	11	0	0	0	0	1	1	2	0	0	0	0	8	10	18	37
5:00 PM	0	0	0	0	4	0	4	0	0	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	4	16	20	36
5:15 PM	0	0	0	0	1	3	4	0	0	0	0	6	3	9	0	0	0	0	2	0	2	0	0	0	0	9	7	16	31
5:30 PM	0	0	0	0	3	4	7	0	0	0	0	3	2	5	0	0	0	0	0	2	2	0	0	0	0	7	15	22	36
Total Volume	0	0	0	0	10	11	21	0	0	0	0	14	23	37	0	0	0	0	3	3	6	0	0	0	0	28	48	76	140
% Approach Total	0.0	0.0	0.0	0.0	47.6	52.4		0.0	0.0	0.0	0.0	37.8	62.2		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	36.8	63.2		
PHF	0.000	0.000	0.000	0.000	0.625	0.688	0.750	0.000	0.000	0.000	0.000	0.583	0.575	0.771	0.000	0.000	0.000	0.000	0.375	0.375	0.750	0.000	0.000	0.000	0.000	0.778	0.750	0.864	0.946
Entering Leg	0	0	0	0	10	11	21	0	0	0	0	14	23	37	0	0	0	0	3	3	6	0	0	0	0	28	48	76	140
Exiting Leg							21							37							6							76	140
Total							42							74							12							152	280

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	121	0	0	121	0	33	31	0	64	185
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	148	0	0	150	0	42	54	0	96	246
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	149	0	0	153	0	64	57	0	121	274
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	151	0	0	152	0	63	50	0	113	265
Total	0	0	0	0	0	0	0	0	0	0	7	569	0	0	576	0	202	192	0	394	970
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	129	0	0	130	0	52	55	0	107	237
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	154	0	0	158	0	45	44	0	89	247
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	157	0	0	160	0	59	50	0	109	269
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	153	0	0	155	0	73	50	0	123	278
Total	0	0	0	0	0	0	0	0	0	0	10	593	0	0	603	0	229	199	0	428	1031
Grand Total	0	0	0	0	0	0	0	0	0	0	17	1162	0	0	1179	0	431	391	0	822	2001
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.4	98.6	0.0	0.0		0.0	52.4	47.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	58.1	0.0	0.0	58.9	0.0	21.5	19.5	0.0	41.1	
Exiting Leg Total					1553					448					0					0	2001
Cars	0	0	0	0	0	0	0	0	0	0	17	1105	0	0	1122	0	421	379	0	800	1922
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	95.1	0.0	0.0	95.2	0.0	97.7	96.9	0.0	97.3	96.1
Exiting Leg Total					1484					438					0					0	1922
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	57	0	0	57	0	10	12	0	22	79
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.8	0.0	2.3	3.1	0.0	2.7	3.9
Exiting Leg Total					69					10					0					0	79

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	129	0	0	130	0	52	55	0	107	237
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	154	0	0	158	0	45	44	0	89	247
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	157	0	0	160	0	59	50	0	109	269
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	153	0	0	155	0	73	50	0	123	278
Total Volume	0	0	0	0	0	0	0	0	0	0	10	593	0	0	603	0	229	199	0	428	1031
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.7	98.3	0.0	0.0		0.0	53.5	46.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.944	0.000	0.000	0.942	0.000	0.784	0.905	0.000	0.870	0.927
Cars	0	0	0	0	0	0	0	0	0	0	10	560	0	0	570	0	224	195	0	419	989
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	94.4	0.0	0.0	94.5	0.0	97.8	98.0	0.0	97.9	95.9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	5	4	0	9	42
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.5	0.0	2.2	2.0	0.0	2.1	4.1
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	10	560	0	0	570	0	224	195	0	419	989
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	5	4	0	9	42
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	10	593	0	0	603	0	229	199	0	428	1031
Cars Exiting Leg					755					234					0					0	989
Heavy Exiting Leg					37					5					0					0	42
Total Exiting Leg					792					239					0					0	1031

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	112	0	0	112	0	33	28	0	61	173
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	142	0	0	144	0	42	52	0	94	238
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	144	0	0	148	0	61	56	0	117	265
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	147	0	0	148	0	61	48	0	109	257
Total	0	0	0	0	0	0	0	0	0	0	7	545	0	0	552	0	197	184	0	381	933
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	117	0	0	118	0	50	54	0	104	222
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	147	0	0	151	0	44	44	0	88	239
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	151	0	0	154	0	59	49	0	108	262
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	145	0	0	147	0	71	48	0	119	266
Total	0	0	0	0	0	0	0	0	0	0	10	560	0	0	570	0	224	195	0	419	989
Grand Total	0	0	0	0	0	0	0	0	0	0	17	1105	0	0	1122	0	421	379	0	800	1922
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.5	98.5	0.0	0.0		0.0	52.6	47.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	57.5	0.0	0.0	58.4	0.0	21.9	19.7	0.0	41.6	
Exiting Leg Total					1484					438					0					0	1922

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	117	0	0	118	0	50	54	0	104	222
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	147	0	0	151	0	44	44	0	88	239
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	151	0	0	154	0	59	49	0	108	262
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	145	0	0	147	0	71	48	0	119	266
Total Volume	0	0	0	0	0	0	0	0	0	0	10	560	0	0	570	0	224	195	0	419	989
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		0.0	53.5	46.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.927	0.000	0.000	0.925	0.000	0.789	0.903	0.000	0.880	0.930
Entering Leg	0	0	0	0	0	0	0	0	0	0	10	560	0	0	570	0	224	195	0	419	989
Exiting Leg					755					234					0					0	989
Total					755					234					570					419	1978

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	3	0	3	12
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	1	0	4	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	2	0	4	8
Total	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	5	8	0	13	37
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	2	1	0	3	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	2	2	0	4	12
Total	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	5	4	0	9	42
Grand Total	0	0	0	0	0	0	0	0	0	0	0	57	0	0	57	0	10	12	0	22	79
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	45.5	54.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2	0.0	0.0	72.2	0.0	12.7	15.2	0.0	27.8	
Exiting Leg Total					69					10					0					0	79
Buses	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	0	7	7	0	14	50
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.2	0.0	0.0	63.2	0.0	70.0	58.3	0.0	63.6	63.3
Exiting Leg Total					43					7					0					0	50
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	3	5	0	8	25
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	0.0	30.0	41.7	0.0	36.4	31.6
Exiting Leg Total					22					3					0					0	25
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	5.1
Exiting Leg Total					4					0					0					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	2	1	0	3	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	2	2	0	4	12
Total Volume	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	5	4	0	9	42
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	55.6	44.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.000	0.625	0.500	0.000	0.563	0.700
Buses	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	5	2	0	7	24
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.5	0.0	0.0	51.5	0.0	100.0	50.0	0.0	77.8	57.1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	45.5	0.0	0.0	50.0	0.0	22.2	40.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.4
Buses	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	5	2	0	7	24
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	5	4	0	9	42
Buses					19					5					0					0	24
Single-Unit Trucks					17					0					0					0	17
Articulated Trucks					1					0					0					0	1
Total Exiting Leg					37					5					0					0	42

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	27	22	0	49	144
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	122	0	0	124	0	39	50	0	89	213
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	127	0	0	131	0	55	53	0	108	239
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	133	0	0	134	0	56	46	0	102	236
Total	0	0	0	0	0	0	0	0	0	0	7	477	0	0	484	0	177	171	0	348	832
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	103	0	0	104	0	48	47	0	95	199
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	130	0	0	134	0	39	40	0	79	213
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	129	0	0	131	0	56	43	0	99	230
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	127	0	0	129	0	67	47	0	114	243
Total	0	0	0	0	0	0	0	0	0	0	9	489	0	0	498	0	210	177	0	387	885
Grand Total	0	0	0	0	0	0	0	0	0	0	16	966	0	0	982	0	387	348	0	735	1717
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		0.0	52.7	47.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	56.3	0.0	0.0	57.2	0.0	22.5	20.3	0.0	42.8	
Exiting Leg Total					1314					403					0					0	1717

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	122	0	0	124	0	39	50	0	89	213
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	127	0	0	131	0	55	53	0	108	239
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	133	0	0	134	0	56	46	0	102	236
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	103	0	0	104	0	48	47	0	95	199
Total Volume	0	0	0	0	0	0	0	0	0	0	8	485	0	0	493	0	198	196	0	394	887
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		0.0	50.3	49.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.912	0.000	0.000	0.920	0.000	0.884	0.925	0.000	0.912	0.928
Entering Leg	0	0	0	0	0	0	0	0	0	0	8	485	0	0	493	0	198	196	0	394	887
Exiting Leg					681					206					0					0	887
Total					681					206					493					394	1774

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	6	6	0	12	29
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	3	2	0	5	25
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	6	3	0	9	26
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	5	2	0	7	21
Total	0	0	0	0	0	0	0	0	0	0	0	68	0	0	68	0	20	13	0	33	101
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	2	7	0	9	23
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	5	4	0	9	26
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	3	6	0	9	32
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	4	1	0	5	23
Total	0	0	0	0	0	0	0	0	0	0	1	71	0	0	72	0	14	18	0	32	104
Grand Total	0	0	0	0	0	0	0	0	0	0	1	139	0	0	140	0	34	31	0	65	205
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.7	99.3	0.0	0.0		0.0	52.3	47.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	67.8	0.0	0.0	68.3	0.0	16.6	15.1	0.0	31.7	
Exiting Leg Total					170					35					0					0	205

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	2	7	0	9	23
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	5	4	0	9	26
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	3	6	0	9	32
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	4	1	0	5	23
Total Volume	0	0	0	0	0	0	0	0	0	0	1	71	0	0	72	0	14	18	0	32	104
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.4	98.6	0.0	0.0		0.0	43.8	56.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.807	0.000	0.000	0.783	0.000	0.700	0.643	0.000	0.889	0.813
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	71	0	0	72	0	14	18	0	32	104
Exiting Leg					89					15					0					0	104
Total					89					15					72					32	208

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	1	0	3	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	2	5	0	7	26
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	2	0	4	8
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	5	2	0	7	24
Grand Total	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	0	7	7	0	14	50
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	0.0	0.0	72.0	0.0	14.0	14.0	0.0	28.0	
Exiting Leg Total					43					7					0					0	50

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	1	0	3	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	4	5	0	9	27
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	44.4	55.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.900	0.000	0.000	0.900	0.000	0.500	0.625	0.000	0.750	0.844
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	4	5	0	9	27
Exiting Leg					23					4					0					0	27
Total					23					4					18					9	54

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3	0	6	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
Grand Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	3	5	0	8	25
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	37.5	62.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0	0.0	0.0	68.0	0.0	12.0	20.0	0.0	32.0	
Exiting Leg Total					22					3					0					0	25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.000	0.536	0.000	0.000	0.500	0.000	0.500	0.531
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	17
Exiting Leg					17					0					0					0	17
Total					17					0					15					2	34

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0					0					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Exiting Leg					3					0					0					0	3
Total					3					0					3					0	6

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	1	4	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	6	1	8	9
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	12.5	0.0	75.0	12.5		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	0.0	66.7	11.1	88.9	
Exiting Leg Total							2							0							0							7	9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	6	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	16.7	0.0	66.7	16.7		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	6	6
Exiting Leg							1							0							0							5	6
Total							1							0							0							11	12

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	7	7	0	0	0	0	1	1	2	0	0	0	0	3	1	4	14
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	1	10	11	0	0	0	0	2	3	5	0	0	0	0	2	3	5	24
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	4	17	21	0	0	0	0	3	0	3	0	0	0	0	11	3	14	39
7:45 AM	0	0	0	0	3	2	5	0	0	0	0	5	16	21	0	0	0	0	3	0	3	0	0	0	0	5	3	8	37
Total	0	0	0	0	6	4	10	0	0	0	0	10	50	60	0	0	0	0	9	4	13	0	0	0	0	21	10	31	114
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2	14	16	0	0	0	0	2	0	2	0	0	0	0	1	1	2	21
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	8	10	0	0	0	0	2	2	4	0	0	0	0	2	4	6	20
8:30 AM	0	0	0	0	2	0	2	0	0	0	0	2	9	11	0	0	0	0	4	0	4	0	0	0	0	3	1	4	21
8:45 AM	0	0	0	0	2	2	4	0	0	0	0	9	16	25	0	0	0	0	5	3	8	0	0	0	0	3	17	20	57
Total	0	0	0	0	4	3	7	0	0	0	0	15	47	62	0	0	0	0	13	5	18	0	0	0	0	9	23	32	119
Grand Total	0	0	0	0	10	7	17	0	0	0	0	25	97	122	0	0	0	0	22	9	31	0	0	0	0	30	33	63	233
Approach %	0	0	0	0	58.8	41.2		0	0	0	0	20.5	79.5		0	0	0	0	71	29		0	0	0	0	47.6	52.4		
Total %	0	0	0	0	4.29	3	7.3	0	0	0	0	10.7	41.6	52.4	0	0	0	0	9.44	3.86	13.3	0	0	0	0	12.9	14.2	27	
Exiting Leg Total							17							122							31							63	233

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	1	10	11	0	0	0	0	2	3	5	0	0	0	0	2	3	5	24
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	4	17	21	0	0	0	0	3	0	3	0	0	0	0	11	3	14	39
7:45 AM	0	0	0	0	3	2	5	0	0	0	0	5	16	21	0	0	0	0	3	0	3	0	0	0	0	5	3	8	37
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2	14	16	0	0	0	0	2	0	2	0	0	0	0	1	1	2	21
Total Volume	0	0	0	0	5	5	10	0	0	0	0	12	57	69	0	0	0	0	10	3	13	0	0	0	0	19	10	29	121
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	17.4	82.6		0.0	0.0	0.0	0.0	76.9	23.1		0.0	0.0	0.0	0.0	65.5	34.5		
PHF	0.000	0.000	0.000	0.000	0.417	0.625	0.500	0.000	0.000	0.000	0.000	0.600	0.838	0.821	0.000	0.000	0.000	0.000	0.833	0.250	0.650	0.000	0.000	0.000	0.000	0.432	0.833	0.518	0.776
Entering Leg	0	0	0	0	5	5	10	0	0	0	0	12	57	69	0	0	0	0	10	3	13	0	0	0	0	19	10	29	121
Exiting Leg							10							69							13							29	121
Total							20							138							26							58	242

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	168	0	0	169	1	64	41	0	106	275
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	152	0	0	156	0	57	39	0	96	252
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	152	0	0	154	0	71	59	0	130	284
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	160	0	0	162	0	68	33	0	101	263
Total	0	0	0	0	0	0	0	0	0	0	9	632	0	0	641	1	260	172	0	433	1074
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	192	0	0	193	0	63	32	0	95	288
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	181	0	0	182	0	60	31	0	91	273
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	163	0	0	163	0	64	43	0	107	270
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	148	0	0	150	0	50	30	0	80	230
Total	0	0	0	0	0	0	0	0	0	0	4	684	0	0	688	0	237	136	0	373	1061
Grand Total	0	0	0	0	0	0	0	0	0	0	13	1316	0	0	1329	1	497	308	0	806	2135
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.0	99.0	0.0	0.0		0.1	61.7	38.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	61.6	0.0	0.0	62.2	0.0	23.3	14.4	0.0	37.8	
Exiting Leg Total					1624					510					1					0	2135
Cars	0	0	0	0	0	0	0	0	0	0	12	1294	0	0	1306	1	490	299	0	790	2096
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.3	98.3	0.0	0.0	98.3	100.0	98.6	97.1	0.0	98.0	98.2
Exiting Leg Total					1593					502					1					0	2096
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	7	9	0	16	39
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	1.7	0.0	0.0	1.7	0.0	1.4	2.9	0.0	2.0	1.8
Exiting Leg Total					31					8					0					0	39

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	152	0	0	154	0	71	59	0	130	284
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	160	0	0	162	0	68	33	0	101	263
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	192	0	0	193	0	63	32	0	95	288
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	181	0	0	182	0	60	31	0	91	273
Total Volume	0	0	0	0	0	0	0	0	0	0	6	685	0	0	691	0	262	155	0	417	1108
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.9	99.1	0.0	0.0		0.0	62.8	37.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.892	0.000	0.000	0.895	0.000	0.923	0.657	0.000	0.802	0.962
Cars	0	0	0	0	0	0	0	0	0	0	5	677	0	0	682	0	259	152	0	411	1093
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	98.8	0.0	0.0	98.7	0.0	98.9	98.1	0.0	98.6	98.6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	3	3	0	6	15
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	1.2	0.0	0.0	1.3	0.0	1.1	1.9	0.0	1.4	1.4
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	5	677	0	0	682	0	259	152	0	411	1093
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	3	3	0	6	15
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	6	685	0	0	691	0	262	155	0	417	1108
Cars Exiting Leg					829					264					0					0	1093
Heavy Exiting Leg					11					4					0					0	15
Total Exiting Leg					840					268					0					0	1108

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	166	0	0	167	1	62	39	0	102	269
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	146	0	0	150	0	56	37	0	93	243
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	150	0	0	151	0	69	57	0	126	277
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	159	0	0	161	0	68	33	0	101	262
Total	0	0	0	0	0	0	0	0	0	0	8	621	0	0	629	1	255	166	0	422	1051
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	189	0	0	190	0	63	31	0	94	284
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	179	0	0	180	0	59	31	0	90	270
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	161	0	0	161	0	64	42	0	106	267
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	144	0	0	146	0	49	29	0	78	224
Total	0	0	0	0	0	0	0	0	0	0	4	673	0	0	677	0	235	133	0	368	1045
Grand Total	0	0	0	0	0	0	0	0	0	0	12	1294	0	0	1306	1	490	299	0	790	2096
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.9	99.1	0.0	0.0		0.1	62.0	37.8	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	61.7	0.0	0.0	62.3	0.0	23.4	14.3	0.0	37.7	
Exiting Leg Total					1593					502					1					0	2096

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	150	0	0	151	0	69	57	0	126	277
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	159	0	0	161	0	68	33	0	101	262
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	189	0	0	190	0	63	31	0	94	284
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	179	0	0	180	0	59	31	0	90	270
Total Volume	0	0	0	0	0	0	0	0	0	0	5	677	0	0	682	0	259	152	0	411	1093
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.7	99.3	0.0	0.0		0.0	63.0	37.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.896	0.000	0.000	0.897	0.000	0.938	0.667	0.000	0.815	0.962
Entering Leg	0	0	0	0	0	0	0	0	0	0	5	677	0	0	682	0	259	152	0	411	1093
Exiting Leg					829					264					0					0	1093
Total					829					264					682					411	2186

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2	0	4	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	2	0	4	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	5	6	0	11	23
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	6
Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	2	3	0	5	16
Grand Total	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	7	9	0	16	39
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		4.3	95.7	0.0	0.0		0.0	43.8	56.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	56.4	0.0	0.0	59.0	0.0	17.9	23.1	0.0	41.0	
Exiting Leg Total					31					8					0					0	39
Buses	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	5	6	0	11	24
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.1	0.0	0.0	56.5	0.0	71.4	66.7	0.0	68.8	61.5
Exiting Leg Total					19					5					0					0	24
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	2	2	0	4	14
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	40.9	0.0	0.0	43.5	0.0	28.6	22.2	0.0	25.0	35.9
Exiting Leg Total					11					3					0					0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	6.3	2.6
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2	0	4	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	2	0	4	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	5	6	0	11	23
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		8.3	91.7	0.0	0.0		0.0	45.5	54.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.458	0.000	0.000	0.500	0.000	0.625	0.750	0.000	0.688	0.639
Buses	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	3	0	7	14
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	58.3	0.0	80.0	50.0	0.0	63.6	60.9
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	36.4	0.0	0.0	41.7	0.0	20.0	33.3	0.0	27.3	34.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	9.1	4.3
Buses	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	3	0	7	14
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	5	6	0	11	23
Buses					10					4					0					0	14
Single-Unit Trucks					6					2					0					0	8
Articulated Trucks					1					0					0					0	1
Total Exiting Leg					17					6					0					0	23

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	151	0	0	152	0	58	34	0	92	244
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	132	0	0	135	0	53	34	0	87	222
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	133	0	0	134	0	63	54	0	117	251
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	145	0	0	147	0	61	32	0	93	240
Total	0	0	0	0	0	0	0	0	0	0	7	561	0	0	568	0	235	154	0	389	957
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	176	0	0	177	0	60	30	0	90	267
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	163	0	0	164	0	56	28	0	84	248
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	148	0	0	148	0	54	40	0	94	242
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	129	0	0	130	0	47	24	0	71	201
Total	0	0	0	0	0	0	0	0	0	0	3	616	0	0	619	0	217	122	0	339	958
Grand Total	0	0	0	0	0	0	0	0	0	0	10	1177	0	0	1187	0	452	276	0	728	1915
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.8	99.2	0.0	0.0		0.0	62.1	37.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	61.5	0.0	0.0	62.0	0.0	23.6	14.4	0.0	38.0	
Exiting Leg Total					1453					462					0					0	1915

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	133	0	0	134	0	63	54	0	117	251
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	145	0	0	147	0	61	32	0	93	240
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	176	0	0	177	0	60	30	0	90	267
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	163	0	0	164	0	56	28	0	84	248
Total Volume	0	0	0	0	0	0	0	0	0	0	5	617	0	0	622	0	240	144	0	384	1006
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.8	99.2	0.0	0.0		0.0	62.5	37.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.876	0.000	0.000	0.879	0.000	0.952	0.667	0.000	0.821	0.942
Entering Leg	0	0	0	0	0	0	0	0	0	0	5	617	0	0	622	0	240	144	0	384	1006
Exiting Leg					761					245					0					0	1006
Total					761					245					622					384	2012

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	3	5	0	9	22
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	0	3	3	0	6	20
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	6	3	0	9	24
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	7	1	0	8	22
Total	0	0	0	0	0	0	0	0	0	0	1	55	0	0	56	1	19	12	0	32	88
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	3	1	0	4	17
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	3	3	0	6	22
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	10	2	0	12	25
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16	0	2	5	0	7	23
Total	0	0	0	0	0	0	0	0	0	0	1	57	0	0	58	0	18	11	0	29	87
Grand Total	0	0	0	0	0	0	0	0	0	0	2	112	0	0	114	1	37	23	0	61	175
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		1.6	60.7	37.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	64.0	0.0	0.0	65.1	0.6	21.1	13.1	0.0	34.9	
Exiting Leg Total					135					39					1					0	175

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	3	5	0	9	22
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	0	3	3	0	6	20
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	6	3	0	9	24
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	7	1	0	8	22
Total Volume	0	0	0	0	0	0	0	0	0	0	1	55	0	0	56	1	19	12	0	32	88
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		3.1	59.4	37.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.917	0.000	0.000	0.933	0.250	0.679	0.600	0.000	0.889	0.917
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	55	0	0	56	1	19	12	0	32	88
Exiting Leg					67					20					1					0	88
Total					67					20					57					32	176

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	3	0	7	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	3	0	4	10
Grand Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	5	6	0	11	24
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	45.5	54.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	54.2	0.0	20.8	25.0	0.0	45.8	
Exiting Leg Total					19					5					0					0	24

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	3	0	7	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	57.1	42.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.000	0.500	0.375	0.000	0.438	0.700
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	3	0	7	14
Exiting Leg					10					4					0					0	14
Total					10					4					7					7	28

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
Grand Total	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	2	2	0	4	14
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	64.3	0.0	0.0	71.4	0.0	14.3	14.3	0.0	28.6	
Exiting Leg Total					11					3					0					0	14

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.000	0.250	0.250	0.000	0.375	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	8
Exiting Leg					6					2					0					0	8
Total					6					2					5					3	16

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North					East Elm Street from East					Main Street from South					West Elm Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg					1					0					0					0	1
Total					1					0					0					1	2

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	3	7	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	1	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	1	3	4	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	0	0	0	0	5	6	11	14
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	45.5	54.5		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	35.7	42.9	78.6	
Exiting Leg Total							1							2							0							11	14

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	3	7	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	57.1	42.9		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.875	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	3	7	8
Exiting Leg							0							1							0							7	8
Total							0							2							0							14	16

PDI File #: **186458-7**
Location: **N: Main Street S: Main Street**
Location: **E: East Elm Street W: West Elm Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	12	9	21	0	0	0	0	2	3	5	0	0	0	0	2	5	7	33
4:15 PM	0	0	0	0	1	2	3	0	0	0	0	8	4	12	0	0	0	0	1	1	2	0	0	0	0	8	3	11	28
4:30 PM	0	0	0	0	1	2	3	0	0	0	0	7	6	13	0	0	0	0	0	2	2	0	0	0	0	2	9	11	29
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	9	4	13	0	0	0	0	1	0	1	0	0	0	0	4	10	14	29
Total	0	0	0	0	3	4	7	0	0	0	0	36	23	59	0	0	0	0	4	6	10	0	0	0	0	16	27	43	119
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	29	12	41	0	0	0	0	2	3	5	0	0	0	0	6	11	17	66
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	12	1	13	0	0	0	0	3	2	5	0	0	0	0	8	7	15	35
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	6	6	0	0	0	0	4	12	16	32
5:45 PM	0	0	0	0	2	0	2	0	0	0	0	4	4	8	0	0	0	0	2	3	5	0	0	0	0	4	7	11	26
Total	0	0	0	0	5	2	7	0	0	0	0	49	23	72	0	0	0	0	7	14	21	0	0	0	0	22	37	59	159
Grand Total	0	0	0	0	8	6	14	0	0	0	0	85	46	131	0	0	0	0	11	20	31	0	0	0	0	38	64	102	278
Approach %	0	0	0	0	57.1	42.9		0	0	0	0	64.9	35.1		0	0	0	0	35.5	64.5		0	0	0	0	37.3	62.7		
Total %	0	0	0	0	2.88	2.16	5.04	0	0	0	0	30.6	16.5	47.1	0	0	0	0	3.96	7.19	11.2	0	0	0	0	13.7	23	36.7	
Exiting Leg Total							14							131							31							102	278

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Main Street from North							East Elm Street from East							Main Street from South							West Elm Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	9	4	13	0	0	0	0	1	0	1	0	0	0	0	4	10	14	29
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	29	12	41	0	0	0	0	2	3	5	0	0	0	0	6	11	17	66
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	12	1	13	0	0	0	0	3	2	5	0	0	0	0	8	7	15	35
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	6	6	0	0	0	0	4	12	16	32
Total Volume	0	0	0	0	4	2	6	0	0	0	0	54	23	77	0	0	0	0	6	11	17	0	0	0	0	22	40	62	162
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	70.1	29.9		0.0	0.0	0.0	0.0	35.3	64.7		0.0	0.0	0.0	0.0	35.5	64.5		
PHF	0.000	0.000	0.000	0.000	0.333	0.250	0.500	0.000	0.000	0.000	0.000	0.466	0.479	0.470	0.000	0.000	0.000	0.000	0.500	0.458	0.708	0.000	0.000	0.000	0.000	0.688	0.833	0.912	0.614
Entering Leg	0	0	0	0	4	2	6	0	0	0	0	54	23	77	0	0	0	0	6	11	17	0	0	0	0	22	40	62	162
Exiting Leg							6							77							17							62	162
Total							12							154							34							124	324

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	77	0	0	77	9	128	0	137	214
7:15 AM	0	0	0	0	110	0	0	110	25	143	0	168	278
7:30 AM	0	0	0	0	122	0	0	122	35	143	0	178	300
7:45 AM	0	0	0	0	121	0	0	121	29	142	0	171	292
Total	0	0	0	0	430	0	0	430	98	556	0	654	1084
8:00 AM	0	0	0	0	89	0	0	89	31	135	0	166	255
8:15 AM	0	0	0	0	115	0	0	115	26	152	0	178	293
8:30 AM	0	0	0	0	126	0	0	126	23	157	0	180	306
8:45 AM	0	0	0	0	113	0	0	113	31	144	0	175	288
Total	0	0	0	0	443	0	0	443	111	588	0	699	1142
Grand Total	0	0	0	0	873	0	0	873	209	1144	0	1353	2226
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		15.4	84.6	0.0		
Total %	0.0	0.0	0.0	0.0	39.2	0.0	0.0	39.2	9.4	51.4	0.0	60.8	
Exiting Leg Total				2017				209				0	2226
Cars	0	0	0	0	823	0	0	823	192	1075	0	1267	2090
% Cars	0.0	0.0	0.0	0.0	94.3	0.0	0.0	94.3	91.9	94.0	0.0	93.6	93.9
Exiting Leg Total				1898				192				0	2090
Heavy Vehicles	0	0	0	0	50	0	0	50	17	69	0	86	136
% Heavy Vehicles	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.7	8.1	6.0	0.0	6.4	6.1
Exiting Leg Total				119				17				0	136

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	121	0	0	121	29	142	0	171	292
8:00 AM	0	0	0	0	89	0	0	89	31	135	0	166	255
8:15 AM	0	0	0	0	115	0	0	115	26	152	0	178	293
8:30 AM	0	0	0	0	126	0	0	126	23	157	0	180	306
Total Volume	0	0	0	0	451	0	0	451	109	586	0	695	1146
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		15.7	84.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.895	0.000	0.000	0.895	0.879	0.933	0.000	0.965	0.936
Cars	0	0	0	0	429	0	0	429	98	551	0	649	1078
Cars %	0.0	0.0	0.0	0.0	95.1	0.0	0.0	95.1	89.9	94.0	0.0	93.4	94.1
Heavy Vehicles	0	0	0	0	22	0	0	22	11	35	0	46	68
Heavy Vehicles %	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	10.1	6.0	0.0	6.6	5.9
Cars Enter Leg	0	0	0	0	429	0	0	429	98	551	0	649	1078
Heavy Enter Leg	0	0	0	0	22	0	0	22	11	35	0	46	68
Total Entering Leg	0	0	0	0	451	0	0	451	109	586	0	695	1146
Cars Exiting Leg				980				98				0	1078
Heavy Exiting Leg				57				11				0	68
Total Exiting Leg				1037				109				0	1146

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	68	0	0	68	9	119	0	128	196
7:15 AM	0	0	0	0	102	0	0	102	24	134	0	158	260
7:30 AM	0	0	0	0	118	0	0	118	33	130	0	163	281
7:45 AM	0	0	0	0	117	0	0	117	27	134	0	161	278
Total	0	0	0	0	405	0	0	405	93	517	0	610	1015
8:00 AM	0	0	0	0	81	0	0	81	30	125	0	155	236
8:15 AM	0	0	0	0	111	0	0	111	23	142	0	165	276
8:30 AM	0	0	0	0	120	0	0	120	18	150	0	168	288
8:45 AM	0	0	0	0	106	0	0	106	28	141	0	169	275
Total	0	0	0	0	418	0	0	418	99	558	0	657	1075
Grand Total	0	0	0	0	823	0	0	823	192	1075	0	1267	2090
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		15.2	84.8	0.0		
Total %	0.0	0.0	0.0	0.0	39.4	0.0	0.0	39.4	9.2	51.4	0.0	60.6	
Exiting Leg Total				1898				192				0	2090

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	117	0	0	117	27	134	0	161	278
8:00 AM	0	0	0	0	81	0	0	81	30	125	0	155	236
8:15 AM	0	0	0	0	111	0	0	111	23	142	0	165	276
8:30 AM	0	0	0	0	120	0	0	120	18	150	0	168	288
Total Volume	0	0	0	0	429	0	0	429	98	551	0	649	1078
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		15.1	84.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.894	0.000	0.000	0.894	0.817	0.918	0.000	0.966	0.936
Entering Leg	0	0	0	0	429	0	0	429	98	551	0	649	1078
Exiting Leg				980				98				0	1078
Total				980				527				649	2156

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	9	0	0	9	0	9	0	9	18
7:15 AM	0	0	0	0	8	0	0	8	1	9	0	10	18
7:30 AM	0	0	0	0	4	0	0	4	2	13	0	15	19
7:45 AM	0	0	0	0	4	0	0	4	2	8	0	10	14
Total	0	0	0	0	25	0	0	25	5	39	0	44	69
8:00 AM	0	0	0	0	8	0	0	8	1	10	0	11	19
8:15 AM	0	0	0	0	4	0	0	4	3	10	0	13	17
8:30 AM	0	0	0	0	6	0	0	6	5	7	0	12	18
8:45 AM	0	0	0	0	7	0	0	7	3	3	0	6	13
Total	0	0	0	0	25	0	0	25	12	30	0	42	67
Grand Total	0	0	0	0	50	0	0	50	17	69	0	86	136
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		19.8	80.2	0.0		
Total %	0.0	0.0	0.0	0.0	36.8	0.0	0.0	36.8	12.5	50.7	0.0	63.2	
Exiting Leg Total				119				17				0	136
Buses	0	0	0	0	28	0	0	28	11	23	0	34	62
% Buses	0.0	0.0	0.0	0.0	56.0	0.0	0.0	56.0	64.7	33.3	0.0	39.5	45.6
Exiting Leg Total				51				11				0	62
Single-Unit Trucks	0	0	0	0	20	0	0	20	5	38	0	43	63
% Single-Unit	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	29.4	55.1	0.0	50.0	46.3
Exiting Leg Total				58				5				0	63
Articulated Trucks	0	0	0	0	2	0	0	2	1	8	0	9	11
% Articulated	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	5.9	11.6	0.0	10.5	8.1
Exiting Leg Total				10				1				0	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	8	0	0	8	1	9	0	10	18
7:30 AM	0	0	0	0	4	0	0	4	2	13	0	15	19
7:45 AM	0	0	0	0	4	0	0	4	2	8	0	10	14
8:00 AM	0	0	0	0	8	0	0	8	1	10	0	11	19
Total Volume	0	0	0	0	24	0	0	24	6	40	0	46	70
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		13.0	87.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750	0.769	0.000	0.767	0.921
Buses	0	0	0	0	14	0	0	14	4	12	0	16	30
Buses %	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	66.7	30.0	0.0	34.8	42.9
Single-Unit Trucks	0	0	0	0	9	0	0	9	1	22	0	23	32
Single-Unit %	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	16.7	55.0	0.0	50.0	45.7
Articulated Trucks	0	0	0	0	1	0	0	1	1	6	0	7	8
Articulated %	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.2	16.7	15.0	0.0	15.2	11.4
Buses	0	0	0	0	14	0	0	14	4	12	0	16	30
Single-Unit Trucks	0	0	0	0	9	0	0	9	1	22	0	23	32
Articulated Trucks	0	0	0	0	1	0	0	1	1	6	0	7	8
Total Entering Leg	0	0	0	0	24	0	0	24	6	40	0	46	70
Buses				26				4				0	30
Single-Unit Trucks				31				1				0	32
Articulated Trucks				7				1				0	8
Total Exiting Leg				64				6				0	70

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	57	0	0	57	9	106	0	115	172
7:15 AM	0	0	0	0	91	0	0	91	22	118	0	140	231
7:30 AM	0	0	0	0	112	0	0	112	30	121	0	151	263
7:45 AM	0	0	0	0	107	0	0	107	23	121	0	144	251
Total	0	0	0	0	367	0	0	367	84	466	0	550	917
8:00 AM	0	0	0	0	71	0	0	71	26	114	0	140	211
8:15 AM	0	0	0	0	99	0	0	99	22	134	0	156	255
8:30 AM	0	0	0	0	100	0	0	100	15	139	0	154	254
8:45 AM	0	0	0	0	92	0	0	92	25	124	0	149	241
Total	0	0	0	0	362	0	0	362	88	511	0	599	961
Grand Total	0	0	0	0	729	0	0	729	172	977	0	1149	1878
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		15.0	85.0	0.0		
Total %	0.0	0.0	0.0	0.0	38.8	0.0	0.0	38.8	9.2	52.0	0.0	61.2	
Exiting Leg Total				1706				172				0	1878

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	112	0	0	112	30	121	0	151	263
7:45 AM	0	0	0	0	107	0	0	107	23	121	0	144	251
8:00 AM	0	0	0	0	71	0	0	71	26	114	0	140	211
8:15 AM	0	0	0	0	99	0	0	99	22	134	0	156	255
Total Volume	0	0	0	0	389	0	0	389	101	490	0	591	980
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		17.1	82.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.868	0.000	0.000	0.868	0.842	0.914	0.000	0.947	0.932
Entering Leg	0	0	0	0	389	0	0	389	101	490	0	591	980
Exiting Leg				879				101				0	980
Total				879				490				591	1960

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	11	0	0	11	0	13	0	13	24
7:15 AM	0	0	0	0	11	0	0	11	2	16	0	18	29
7:30 AM	0	0	0	0	6	0	0	6	3	9	0	12	18
7:45 AM	0	0	0	0	10	0	0	10	3	12	0	15	25
Total	0	0	0	0	38	0	0	38	8	50	0	58	96
8:00 AM	0	0	0	0	10	0	0	10	4	11	0	15	25
8:15 AM	0	0	0	0	12	0	0	12	1	8	0	9	21
8:30 AM	0	0	0	0	20	0	0	20	3	11	0	14	34
8:45 AM	0	0	0	0	14	0	0	14	3	17	0	20	34
Total	0	0	0	0	56	0	0	56	11	47	0	58	114
Grand Total	0	0	0	0	94	0	0	94	19	97	0	116	210
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		16.4	83.6	0.0		
Total %	0.0	0.0	0.0	0.0	44.8	0.0	0.0	44.8	9.0	46.2	0.0	55.2	
Exiting Leg Total				191				19				0	210

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	10	0	0	10	4	11	0	15	25
8:15 AM	0	0	0	0	12	0	0	12	1	8	0	9	21
8:30 AM	0	0	0	0	20	0	0	20	3	11	0	14	34
8:45 AM	0	0	0	0	14	0	0	14	3	17	0	20	34
Total Volume	0	0	0	0	56	0	0	56	11	47	0	58	114
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		19.0	81.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.700	0.688	0.691	0.000	0.725	0.838
Entering Leg	0	0	0	0	56	0	0	56	11	47	0	58	114
Exiting Leg				103				11				0	114
Total				103				67				58	228

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	5	0	0	5	0	5	0	5	10
7:15 AM	0	0	0	0	4	0	0	4	1	3	0	4	8
7:30 AM	0	0	0	0	4	0	0	4	1	5	0	6	10
7:45 AM	0	0	0	0	3	0	0	3	2	2	0	4	7
Total	0	0	0	0	16	0	0	16	4	15	0	19	35
8:00 AM	0	0	0	0	3	0	0	3	0	2	0	2	5
8:15 AM	0	0	0	0	2	0	0	2	2	3	0	5	7
8:30 AM	0	0	0	0	3	0	0	3	4	3	0	7	10
8:45 AM	0	0	0	0	4	0	0	4	1	0	0	1	5
Total	0	0	0	0	12	0	0	12	7	8	0	15	27
Grand Total	0	0	0	0	28	0	0	28	11	23	0	34	62
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		32.4	67.6	0.0		
Total %	0.0	0.0	0.0	0.0	45.2	0.0	0.0	45.2	17.7	37.1	0.0	54.8	
Exiting Leg Total				51				11				0	62

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	5	0	0	5	0	5	0	5	10
7:15 AM	0	0	0	0	4	0	0	4	1	3	0	4	8
7:30 AM	0	0	0	0	4	0	0	4	1	5	0	6	10
7:45 AM	0	0	0	0	3	0	0	3	2	2	0	4	7
Total Volume	0	0	0	0	16	0	0	16	4	15	0	19	35
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		21.1	78.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.800	0.000	0.000	0.800	0.500	0.750	0.000	0.792	0.875
Entering Leg	0	0	0	0	16	0	0	16	4	15	0	19	35
Exiting Leg				31				4				0	35
Total				31				20				19	70

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	3	0	0	3	0	3	0	3	6
7:15 AM	0	0	0	0	3	0	0	3	0	5	0	5	8
7:30 AM	0	0	0	0	0	0	0	0	1	5	0	6	6
7:45 AM	0	0	0	0	1	0	0	1	0	4	0	4	5
Total	0	0	0	0	7	0	0	7	1	17	0	18	25
8:00 AM	0	0	0	0	5	0	0	5	0	8	0	8	13
8:15 AM	0	0	0	0	2	0	0	2	1	7	0	8	10
8:30 AM	0	0	0	0	3	0	0	3	1	4	0	5	8
8:45 AM	0	0	0	0	3	0	0	3	2	2	0	4	7
Total	0	0	0	0	13	0	0	13	4	21	0	25	38
Grand Total	0	0	0	0	20	0	0	20	5	38	0	43	63
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		11.6	88.4	0.0		
Total %	0.0	0.0	0.0	0.0	31.7	0.0	0.0	31.7	7.9	60.3	0.0	68.3	
Exiting Leg Total				58				5				0	63

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	5	0	0	5	0	8	0	8	13
8:15 AM	0	0	0	0	2	0	0	2	1	7	0	8	10
8:30 AM	0	0	0	0	3	0	0	3	1	4	0	5	8
8:45 AM	0	0	0	0	3	0	0	3	2	2	0	4	7
Total Volume	0	0	0	0	13	0	0	13	4	21	0	25	38
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		16.0	84.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.650	0.500	0.656	0.000	0.781	0.731
Entering Leg	0	0	0	0	13	0	0	13	4	21	0	25	38
Exiting Leg				34				4				0	38
Total				34				17				25	76

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	2	0	0	2	0	7	0	7	9
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	2	2
Grand Total	0	0	0	0	2	0	0	2	1	8	0	9	11
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		11.1	88.9	0.0		
Total %	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	9.1	72.7	0.0	81.8	
Exiting Leg Total				10				1				0	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	2	0	0	2	0	7	0	7	9
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.583	0.000	0.583	0.750
Entering Leg	0	0	0	0	2	0	0	2	0	7	0	7	9
Exiting Leg				9				0				0	9
Total				9				2				7	18

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Grand Total	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	1	1	2	4
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	50.0	50.0		
Total %	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	50.0	
Exiting Leg Total						0						2						2	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2	3
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.500	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2	3
Exiting Leg						0						1						2	3
Total						0						2						4	6

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	3	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	3	5	9
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2	3
Total	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	7	6	13	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	8	5	13	15
8:30 AM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	10	2	12	17
8:45 AM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	8	7	15	17
Total	0	0	0	1	0	1	0	0	0	4	4	8	0	0	0	27	14	41	50
Grand Total	0	0	0	1	0	1	0	0	0	5	9	14	0	0	0	34	20	54	69
Approach %	0	0	0	100	0		0	0	0	35.714	64.286		0	0	0	62.963	37.037		
Total %	0	0	0	1.4493	0	1.4493	0	0	0	7.2464	13.043	20.29	0	0	0	49.275	28.986	78.261	
Exiting Leg Total						1						14						54	69

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	8	5	13	15
8:30 AM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	10	2	12	17
8:45 AM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	8	7	15	17
Total Volume	0	0	0	1	0	1	0	0	0	4	4	8	0	0	0	27	14	41	50
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	65.9	34.1		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.333	0.400	0.000	0.000	0.000	0.675	0.500	0.683	0.735
Entering Leg	0	0	0	1	0	1	0	0	0	4	4	8	0	0	0	27	14	41	50
Exiting Leg						1						8						41	50
Total						2						16						82	100

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	119	0	0	119	63	136	0	199	318
4:15 PM	0	0	0	0	95	0	0	95	45	151	0	196	291
4:30 PM	0	0	0	0	86	0	0	86	59	152	0	211	297
4:45 PM	0	0	0	0	90	0	0	90	56	146	0	202	292
Total	0	0	0	0	390	0	0	390	223	585	0	808	1198
5:00 PM	0	0	0	0	129	0	0	129	58	142	0	200	329
5:15 PM	0	0	0	0	111	0	0	111	53	164	0	217	328
5:30 PM	0	0	0	0	96	0	0	96	39	154	0	193	289
5:45 PM	0	0	0	0	104	0	0	104	62	147	0	209	313
Total	0	0	0	0	440	0	0	440	212	607	0	819	1259
Grand Total	0	0	0	0	830	0	0	830	435	1192	0	1627	2457
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		26.7	73.3	0.0		
Total %	0.0	0.0	0.0	0.0	33.8	0.0	0.0	33.8	17.7	48.5	0.0	66.2	
Exiting Leg Total				2022				435				0	2457
Cars	0	0	0	0	813	0	0	813	434	1168	0	1602	2415
% Cars	0.0	0.0	0.0	0.0	98.0	0.0	0.0	98.0	99.8	98.0	0.0	98.5	98.3
Exiting Leg Total				1981				434				0	2415
Heavy Vehicles	0	0	0	0	17	0	0	17	1	24	0	25	42
% Heavy Vehicles	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.2	2.0	0.0	1.5	1.7
Exiting Leg Total				41				1				0	42

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	129	0	0	129	58	142	0	200	329
5:15 PM	0	0	0	0	111	0	0	111	53	164	0	217	328
5:30 PM	0	0	0	0	96	0	0	96	39	154	0	193	289
5:45 PM	0	0	0	0	104	0	0	104	62	147	0	209	313
Total Volume	0	0	0	0	440	0	0	440	212	607	0	819	1259
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		25.9	74.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.853	0.000	0.000	0.853	0.855	0.925	0.000	0.944	0.957
Cars	0	0	0	0	432	0	0	432	211	596	0	807	1239
Cars %	0.0	0.0	0.0	0.0	98.2	0.0	0.0	98.2	99.5	98.2	0.0	98.5	98.4
Heavy Vehicles	0	0	0	0	8	0	0	8	1	11	0	12	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.5	1.8	0.0	1.5	1.6
Cars Enter Leg	0	0	0	0	432	0	0	432	211	596	0	807	1239
Heavy Enter Leg	0	0	0	0	8	0	0	8	1	11	0	12	20
Total Entering Leg	0	0	0	0	440	0	0	440	212	607	0	819	1259
Cars Exiting Leg				1028				211				0	1239
Heavy Exiting Leg				19				1				0	20
Total Exiting Leg				1047				212				0	1259

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	117	0	0	117	63	135	0	198	315
4:15 PM	0	0	0	0	91	0	0	91	45	148	0	193	284
4:30 PM	0	0	0	0	83	0	0	83	59	145	0	204	287
4:45 PM	0	0	0	0	90	0	0	90	56	144	0	200	290
Total	0	0	0	0	381	0	0	381	223	572	0	795	1176
5:00 PM	0	0	0	0	126	0	0	126	57	138	0	195	321
5:15 PM	0	0	0	0	110	0	0	110	53	162	0	215	325
5:30 PM	0	0	0	0	95	0	0	95	39	151	0	190	285
5:45 PM	0	0	0	0	101	0	0	101	62	145	0	207	308
Total	0	0	0	0	432	0	0	432	211	596	0	807	1239
Grand Total	0	0	0	0	813	0	0	813	434	1168	0	1602	2415
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		27.1	72.9	0.0		
Total %	0.0	0.0	0.0	0.0	33.7	0.0	0.0	33.7	18.0	48.4	0.0	66.3	
Exiting Leg Total				1981				434				0	2415

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	126	0	0	126	57	138	0	195	321
5:15 PM	0	0	0	0	110	0	0	110	53	162	0	215	325
5:30 PM	0	0	0	0	95	0	0	95	39	151	0	190	285
5:45 PM	0	0	0	0	101	0	0	101	62	145	0	207	308
Total Volume	0	0	0	0	432	0	0	432	211	596	0	807	1239
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		26.1	73.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.857	0.000	0.000	0.857	0.851	0.920	0.000	0.938	0.953
Entering Leg	0	0	0	0	432	0	0	432	211	596	0	807	1239
Exiting Leg				1028				211				0	1239
Total				1028				643				807	2478

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
4:15 PM	0	0	0	0	4	0	0	4	0	3	0	3	7
4:30 PM	0	0	0	0	3	0	0	3	0	7	0	7	10
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	9	0	0	9	0	13	0	13	22
5:00 PM	0	0	0	0	3	0	0	3	1	4	0	5	8
5:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
5:30 PM	0	0	0	0	1	0	0	1	0	3	0	3	4
5:45 PM	0	0	0	0	3	0	0	3	0	2	0	2	5
Total	0	0	0	0	8	0	0	8	1	11	0	12	20
Grand Total	0	0	0	0	17	0	0	17	1	24	0	25	42
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		4.0	96.0	0.0		
Total %	0.0	0.0	0.0	0.0	40.5	0.0	0.0	40.5	2.4	57.1	0.0	59.5	
Exiting Leg Total				41				1				0	42
Buses	0	0	0	0	7	0	0	7	0	11	0	11	18
% Buses	0.0	0.0	0.0	0.0	41.2	0.0	0.0	41.2	0.0	45.8	0.0	44.0	42.9
Exiting Leg Total				18				0				0	18
Single-Unit Trucks	0	0	0	0	10	0	0	10	1	9	0	10	20
% Single-Unit	0.0	0.0	0.0	0.0	58.8	0.0	0.0	58.8	100.0	37.5	0.0	40.0	47.6
Exiting Leg Total				19				1				0	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	4	0	4	4
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.0	9.5
Exiting Leg Total				4				0				0	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	4	0	0	4	0	3	0	3	7
4:30 PM	0	0	0	0	3	0	0	3	0	7	0	7	10
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	0	0	0	3	0	0	3	1	4	0	5	8
Total Volume	0	0	0	0	10	0	0	10	1	16	0	17	27
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		5.9	94.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.250	0.571	0.000	0.607	0.675
Buses	0	0	0	0	5	0	0	5	0	6	0	6	11
Buses %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	37.5	0.0	35.3	40.7
Single-Unit Trucks	0	0	0	0	5	0	0	5	1	8	0	9	14
Single-Unit %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	100.0	50.0	0.0	52.9	51.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	11.8	7.4
Buses	0	0	0	0	5	0	0	5	0	6	0	6	11
Single-Unit Trucks	0	0	0	0	5	0	0	5	1	8	0	9	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Entering Leg	0	0	0	0	10	0	0	10	1	16	0	17	27
Buses				11				0				0	11
Single-Unit Trucks				13				1				0	14
Articulated Trucks				2				0				0	2
Total Exiting Leg				26				1				0	27

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	108	0	0	108	57	124	0	181	289
4:15 PM	0	0	0	0	80	0	0	80	42	131	0	173	253
4:30 PM	0	0	0	0	72	0	0	72	54	137	0	191	263
4:45 PM	0	0	0	0	84	0	0	84	51	137	0	188	272
Total	0	0	0	0	344	0	0	344	204	529	0	733	1077
5:00 PM	0	0	0	0	117	0	0	117	48	126	0	174	291
5:15 PM	0	0	0	0	98	0	0	98	47	149	0	196	294
5:30 PM	0	0	0	0	85	0	0	85	35	138	0	173	258
5:45 PM	0	0	0	0	94	0	0	94	57	132	0	189	283
Total	0	0	0	0	394	0	0	394	187	545	0	732	1126
Grand Total	0	0	0	0	738	0	0	738	391	1074	0	1465	2203
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		26.7	73.3	0.0		
Total %	0.0	0.0	0.0	0.0	33.5	0.0	0.0	33.5	17.7	48.8	0.0	66.5	
Exiting Leg Total				1812				391				0	2203

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	117	0	0	117	48	126	0	174	291
5:15 PM	0	0	0	0	98	0	0	98	47	149	0	196	294
5:30 PM	0	0	0	0	85	0	0	85	35	138	0	173	258
5:45 PM	0	0	0	0	94	0	0	94	57	132	0	189	283
Total Volume	0	0	0	0	394	0	0	394	187	545	0	732	1126
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		25.5	74.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.842	0.000	0.000	0.842	0.820	0.914	0.000	0.934	0.957
Entering Leg	0	0	0	0	394	0	0	394	187	545	0	732	1126
Exiting Leg				939				187				0	1126
Total				939				581				732	2252

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	8	0	0	8	6	10	0	16	24
4:15 PM	0	0	0	0	10	0	0	10	3	17	0	20	30
4:30 PM	0	0	0	0	9	0	0	9	5	8	0	13	22
4:45 PM	0	0	0	0	6	0	0	6	5	7	0	12	18
Total	0	0	0	0	33	0	0	33	19	42	0	61	94
5:00 PM	0	0	0	0	9	0	0	9	8	12	0	20	29
5:15 PM	0	0	0	0	12	0	0	12	6	13	0	19	31
5:30 PM	0	0	0	0	10	0	0	10	4	13	0	17	27
5:45 PM	0	0	0	0	7	0	0	7	5	13	0	18	25
Total	0	0	0	0	38	0	0	38	23	51	0	74	112
Grand Total	0	0	0	0	71	0	0	71	42	93	0	135	206
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		31.1	68.9	0.0		
Total %	0.0	0.0	0.0	0.0	34.5	0.0	0.0	34.5	20.4	45.1	0.0	65.5	
Exiting Leg Total				164				42				0	206

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	9	0	0	9	8	12	0	20	29
5:15 PM	0	0	0	0	12	0	0	12	6	13	0	19	31
5:30 PM	0	0	0	0	10	0	0	10	4	13	0	17	27
5:45 PM	0	0	0	0	7	0	0	7	5	13	0	18	25
Total Volume	0	0	0	0	38	0	0	38	23	51	0	74	112
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		31.1	68.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.792	0.719	0.981	0.000	0.925	0.903
Entering Leg	0	0	0	0	38	0	0	38	23	51	0	74	112
Exiting Leg				89				23				0	112
Total				89				61				74	224

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	3	0	0	3	0	2	0	2	5
4:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	4	0	5	0	5	9
5:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
Total	0	0	0	0	3	0	0	3	0	6	0	6	9
Grand Total	0	0	0	0	7	0	0	7	0	11	0	11	18
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	38.9	0.0	0.0	38.9	0.0	61.1	0.0	61.1	
Exiting Leg Total				18				0				0	18

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	3	0	0	3	0	2	0	2	5
4:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
Total Volume	0	0	0	0	5	0	0	5	0	6	0	6	11
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.750	0.000	0.750	0.550
Entering Leg	0	0	0	0	5	0	0	5	0	6	0	6	11
Exiting Leg				11				0				0	11
Total				11				5				6	22

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
4:30 PM	0	0	0	0	2	0	0	2	0	4	0	4	6
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	5	0	0	5	0	6	0	6	11
5:00 PM	0	0	0	0	2	0	0	2	1	2	0	3	5
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	5	0	0	5	1	3	0	4	9
Grand Total	0	0	0	0	10	0	0	10	1	9	0	10	20
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		10.0	90.0	0.0		
Total %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	5.0	45.0	0.0	50.0	
Exiting Leg Total				19				1				0	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
4:30 PM	0	0	0	0	2	0	0	2	0	4	0	4	6
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	2	0	0	2	1	2	0	3	5
Total Volume	0	0	0	0	5	0	0	5	1	8	0	9	14
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		11.1	88.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.250	0.500	0.000	0.563	0.583
Entering Leg	0	0	0	0	5	0	0	5	1	8	0	9	14
Exiting Leg				13				1				0	14
Total				13				6				9	28

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	4	0	4	4
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				4				0				0	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North				Main Street from South				Belmont Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	3	0	3	3
Exiting Leg				3				0				0	3
Total				3				0				3	6

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	1	5	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	4	8	9
Approach %	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	44.4	44.4	88.9	
Exiting Leg Total						1						0						8	9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	1	5	6
% Approach Total	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	80.0	20.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.625	0.750
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	1	5	6
Exiting Leg						1						0						5	6
Total						1						1						10	12

PDI File #: **186458-8**
Location: **N: Main Street S: Main Street**
Location: **W: Belmont Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	8	11	12
4:15 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	7	5	12	17
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	10	13	14
4:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	4	9	13	16
Total	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	17	32	49	59
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	3	7	9
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	8	10	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11	18	18
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	5	9	11
Total	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	17	27	44	49
Grand Total	0	0	0	0	0	0	0	0	0	9	6	15	0	0	0	34	59	93	108
Approach %	0	0	0	0	0		0	0	0	60	40		0	0	0	36.559	63.441		
Total %	0	0	0	0	0	0	0	0	0	8.3333	5.5556	13.889	0	0	0	31.481	54.63	86.111	
Exiting Leg Total						0						15						93	108

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North						Main Street from South						Belmont Street from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	8	11	12
4:15 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	7	5	12	17
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	10	13	14
4:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	4	9	13	16
Total Volume	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	17	32	49	59
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	34.7	65.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.625	0.500	0.000	0.000	0.000	0.607	0.800	0.942	0.868
Entering Leg	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	17	32	49	59
Exiting Leg						0						10						49	59
Total						0						20						98	118

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	9	0	0	9	0	2	0	2	1	78	0	79	90
7:15 AM	24	0	0	24	0	6	0	6	0	115	0	115	145
7:30 AM	34	0	0	34	0	5	0	5	1	118	0	119	158
7:45 AM	30	0	0	30	0	10	0	10	1	124	0	125	165
Total	97	0	0	97	0	23	0	23	3	435	0	438	558
8:00 AM	31	0	0	31	1	4	0	5	4	89	0	93	129
8:15 AM	28	0	0	28	1	1	0	2	1	106	0	107	137
8:30 AM	25	0	0	25	0	5	0	5	1	131	0	132	162
8:45 AM	30	0	0	30	0	3	0	3	0	114	0	114	147
Total	114	0	0	114	2	13	0	15	6	440	0	446	575
Grand Total	211	0	0	211	2	36	0	38	9	875	0	884	1133
Approach %	100.0	0.0	0.0		5.3	94.7	0.0		1.0	99.0	0.0		
Total %	18.6	0.0	0.0	18.6	0.2	3.2	0.0	3.4	0.8	77.2	0.0	78.0	
Exiting Leg Total				877				9				247	1133
Cars	194	0	0	194	2	30	0	32	9	830	0	839	1065
% Cars	91.9	0.0	0.0	91.9	100.0	83.3	0.0	84.2	100.0	94.9	0.0	94.9	94.0
Exiting Leg Total				832				9				224	1065
Heavy Vehicles	17	0	0	17	0	6	0	6	0	45	0	45	68
% Heavy Vehicles	8.1	0.0	0.0	8.1	0.0	16.7	0.0	15.8	0.0	5.1	0.0	5.1	6.0
Exiting Leg Total				45				0				23	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:15 AM	24	0	0	24	0	6	0	6	0	115	0	115	145
7:30 AM	34	0	0	34	0	5	0	5	1	118	0	119	158
7:45 AM	30	0	0	30	0	10	0	10	1	124	0	125	165
8:00 AM	31	0	0	31	1	4	0	5	4	89	0	93	129
Total Volume	119	0	0	119	1	25	0	26	6	446	0	452	597
% Approach Total	100.0	0.0	0.0		3.8	96.2	0.0		1.3	98.7	0.0		
PHF	0.875	0.000	0.000	0.875	0.250	0.625	0.000	0.650	0.375	0.899	0.000	0.904	0.905
Cars	113	0	0	113	1	22	0	23	6	425	0	431	567
Cars %	95.0	0.0	0.0	95.0	100.0	88.0	0.0	88.5	100.0	95.3	0.0	95.4	95.0
Heavy Vehicles	6	0	0	6	0	3	0	3	0	21	0	21	30
Heavy Vehicles %	5.0	0.0	0.0	5.0	0.0	12.0	0.0	11.5	0.0	4.7	0.0	4.6	5.0
Cars Enter Leg	113	0	0	113	1	22	0	23	6	425	0	431	567
Heavy Enter Leg	6	0	0	6	0	3	0	3	0	21	0	21	30
Total Entering Leg	119	0	0	119	1	25	0	26	6	446	0	452	597
Cars Exiting Leg				426				6				135	567
Heavy Exiting Leg				21				0				9	30
Total Exiting Leg				447				6				144	597

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	9	0	0	9	0	1	0	1	1	70	0	71	81
7:15 AM	23	0	0	23	0	5	0	5	0	109	0	109	137
7:30 AM	32	0	0	32	0	5	0	5	1	114	0	115	152
7:45 AM	28	0	0	28	0	9	0	9	1	121	0	122	159
Total	92	0	0	92	0	20	0	20	3	414	0	417	529
8:00 AM	30	0	0	30	1	3	0	4	4	81	0	85	119
8:15 AM	25	0	0	25	1	1	0	2	1	103	0	104	131
8:30 AM	20	0	0	20	0	4	0	4	1	125	0	126	150
8:45 AM	27	0	0	27	0	2	0	2	0	107	0	107	136
Total	102	0	0	102	2	10	0	12	6	416	0	422	536
Grand Total	194	0	0	194	2	30	0	32	9	830	0	839	1065
Approach %	100.0	0.0	0.0		6.3	93.8	0.0		1.1	98.9	0.0		
Total %	18.2	0.0	0.0	18.2	0.2	2.8	0.0	3.0	0.8	77.9	0.0	78.8	
Exiting Leg Total				832				9				224	1065

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:15 AM	23	0	0	23	0	5	0	5	0	109	0	109	137
7:30 AM	32	0	0	32	0	5	0	5	1	114	0	115	152
7:45 AM	28	0	0	28	0	9	0	9	1	121	0	122	159
8:00 AM	30	0	0	30	1	3	0	4	4	81	0	85	119
Total Volume	113	0	0	113	1	22	0	23	6	425	0	431	567
% Approach Total	100.0	0.0	0.0		4.3	95.7	0.0		1.4	98.6	0.0		
PHF	0.883	0.000	0.000	0.883	0.250	0.611	0.000	0.639	0.375	0.878	0.000	0.883	0.892
Entering Leg	113	0	0	113	1	22	0	23	6	425	0	431	567
Exiting Leg				426				6				135	567
Total				539				29				566	1134

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	8	0	8	9
7:15 AM	1	0	0	1	0	1	0	1	0	6	0	6	8
7:30 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
7:45 AM	2	0	0	2	0	1	0	1	0	3	0	3	6
Total	5	0	0	5	0	3	0	3	0	21	0	21	29
8:00 AM	1	0	0	1	0	1	0	1	0	8	0	8	10
8:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
8:30 AM	5	0	0	5	0	1	0	1	0	6	0	6	12
8:45 AM	3	0	0	3	0	1	0	1	0	7	0	7	11
Total	12	0	0	12	0	3	0	3	0	24	0	24	39
Grand Total	17	0	0	17	0	6	0	6	0	45	0	45	68
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	25.0	0.0	0.0	25.0	0.0	8.8	0.0	8.8	0.0	66.2	0.0	66.2	
Exiting Leg Total				45				0				23	68
Buses	11	0	0	11	0	6	0	6	0	28	0	28	45
% Buses	64.7	0.0	0.0	64.7	0.0	100.0	0.0	100.0	0.0	62.2	0.0	62.2	66.2
Exiting Leg Total				28				0				17	45
Single-Unit Trucks	5	0	0	5	0	0	0	0	0	15	0	15	20
% Single-Unit	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	29.4
Exiting Leg Total				15				0				5	20
Articulated Trucks	1	0	0	1	0	0	0	0	0	2	0	2	3
% Articulated	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4.4	0.0	4.4	4.4
Exiting Leg Total				2				0				1	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	1	0	0	1	0	1	0	1	0	8	0	8	10
8:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
8:30 AM	5	0	0	5	0	1	0	1	0	6	0	6	12
8:45 AM	3	0	0	3	0	1	0	1	0	7	0	7	11
Total Volume	12	0	0	12	0	3	0	3	0	24	0	24	39
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.600	0.000	0.000	0.600	0.000	0.750	0.000	0.750	0.000	0.750	0.000	0.750	0.813
Buses	7	0	0	7	0	3	0	3	0	12	0	12	22
Buses %	58.3	0.0	0.0	58.3	0.0	100.0	0.0	100.0	0.0	50.0	0.0	50.0	56.4
Single-Unit Trucks	4	0	0	4	0	0	0	0	0	12	0	12	16
Single-Unit %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	41.0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated %	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Buses	7	0	0	7	0	3	0	3	0	12	0	12	22
Single-Unit Trucks	4	0	0	4	0	0	0	0	0	12	0	12	16
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Entering Leg	12	0	0	12	0	3	0	3	0	24	0	24	39
Buses				12				0				10	22
Single-Unit Trucks				12				0				4	16
Articulated Trucks				0				0				1	1
Total Exiting Leg				24				0				15	39

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	9	0	0	9	0	1	0	1	1	59	0	60	70
7:15 AM	20	0	0	20	0	4	0	4	0	95	0	95	119
7:30 AM	29	0	0	29	0	5	0	5	1	108	0	109	143
7:45 AM	24	0	0	24	0	9	0	9	1	113	0	114	147
Total	82	0	0	82	0	19	0	19	3	375	0	378	479
8:00 AM	26	0	0	26	1	3	0	4	4	71	0	75	105
8:15 AM	24	0	0	24	1	1	0	2	0	89	0	89	115
8:30 AM	16	0	0	16	0	4	0	4	1	105	0	106	126
8:45 AM	25	0	0	25	0	2	0	2	0	92	0	92	119
Total	91	0	0	91	2	10	0	12	5	357	0	362	465
Grand Total	173	0	0	173	2	29	0	31	8	732	0	740	944
Approach %	100.0	0.0	0.0		6.5	93.5	0.0		1.1	98.9	0.0		
Total %	18.3	0.0	0.0	18.3	0.2	3.1	0.0	3.3	0.8	77.5	0.0	78.4	
Exiting Leg Total				734				8				202	944

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:15 AM	20	0	0	20	0	4	0	4	0	95	0	95	119
7:30 AM	29	0	0	29	0	5	0	5	1	108	0	109	143
7:45 AM	24	0	0	24	0	9	0	9	1	113	0	114	147
8:00 AM	26	0	0	26	1	3	0	4	4	71	0	75	105
Total Volume	99	0	0	99	1	21	0	22	6	387	0	393	514
% Approach Total	100.0	0.0	0.0		4.5	95.5	0.0		1.5	98.5	0.0		
PHF	0.853	0.000	0.000	0.853	0.250	0.583	0.000	0.611	0.375	0.856	0.000	0.862	0.874
Entering Leg	99	0	0	99	1	21	0	22	6	387	0	393	514
Exiting Leg				388				6				120	514
Total				487				28				513	1028

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	11	0	11	11
7:15 AM	3	0	0	3	0	1	0	1	0	14	0	14	18
7:30 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
7:45 AM	3	0	0	3	0	0	0	0	0	8	0	8	11
Total	9	0	0	9	0	1	0	1	0	39	0	39	49
8:00 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
8:15 AM	1	0	0	1	0	0	0	0	1	14	0	15	16
8:30 AM	4	0	0	4	0	0	0	0	0	20	0	20	24
8:45 AM	2	0	0	2	0	0	0	0	0	15	0	15	17
Total	11	0	0	11	0	0	0	0	1	59	0	60	71
Grand Total	20	0	0	20	0	1	0	1	1	98	0	99	120
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		1.0	99.0	0.0		
Total %	16.7	0.0	0.0	16.7	0.0	0.8	0.0	0.8	0.8	81.7	0.0	82.5	
Exiting Leg Total				98				1				21	120

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
8:15 AM	1	0	0	1	0	0	0	0	1	14	0	15	16
8:30 AM	4	0	0	4	0	0	0	0	0	20	0	20	24
8:45 AM	2	0	0	2	0	0	0	0	0	15	0	15	17
Total Volume	11	0	0	11	0	0	0	0	1	59	0	60	71
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		1.7	98.3	0.0		
PHF	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.250	0.738	0.000	0.750	0.740
Entering Leg	11	0	0	11	0	0	0	0	1	59	0	60	71
Exiting Leg				59				1				11	71
Total				70				1				71	142

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	5	0	5	6
7:15 AM	1	0	0	1	0	1	0	1	0	4	0	4	6
7:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
7:45 AM	2	0	0	2	0	1	0	1	0	3	0	3	6
Total	4	0	0	4	0	3	0	3	0	16	0	16	23
8:00 AM	0	0	0	0	0	1	0	1	0	3	0	3	4
8:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:30 AM	4	0	0	4	0	1	0	1	0	3	0	3	8
8:45 AM	1	0	0	1	0	1	0	1	0	4	0	4	6
Total	7	0	0	7	0	3	0	3	0	12	0	12	22
Grand Total	11	0	0	11	0	6	0	6	0	28	0	28	45
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	24.4	0.0	0.0	24.4	0.0	13.3	0.0	13.3	0.0	62.2	0.0	62.2	
Exiting Leg Total				28				0				17	45

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	5	0	5	6
7:15 AM	1	0	0	1	0	1	0	1	0	4	0	4	6
7:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
7:45 AM	2	0	0	2	0	1	0	1	0	3	0	3	6
Total Volume	4	0	0	4	0	3	0	3	0	16	0	16	23
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.750	0.000	0.800	0.000	0.800	0.958
Entering Leg	4	0	0	4	0	3	0	3	0	16	0	16	23
Exiting Leg				16				0				7	23
Total				20				3				23	46

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	5
8:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	4	0	0	4	0	0	0	0	0	12	0	12	16
Grand Total	5	0	0	5	0	0	0	0	0	15	0	15	20
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	
Exiting Leg Total				15				0				5	20

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	5
8:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	4	0	0	4	0	0	0	0	0	12	0	12	16
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.600	0.800
Entering Leg	4	0	0	4	0	0	0	0	0	12	0	12	16
Exiting Leg				12				0				4	16
Total				16				0				16	32

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	0	0	0	2	0	2	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total				2				0				1	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	2
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	2	0	2	2
Exiting Leg				2				0				0	2
Total				2				0				2	4

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	2	0	2	0	1	0	0	0	1	4
Grand Total	0	0	0	1	0	1	0	0	0	2	1	3	0	3	0	0	0	3	7
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	66.7	33.3		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	28.6	14.3	42.9	0.0	42.9	0.0	0.0	0.0	42.9	
Exiting Leg Total						4						3						0	7

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	1	0	1	0	0	0	2	0	2	0	2	0	0	0	2	5
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.625
Entering Leg	0	0	0	1	0	1	0	0	0	2	0	2	0	2	0	0	0	2	5
Exiting Leg						3						2						0	5
Total						4						4						2	10

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	2	1	3	7
7:15 AM	0	0	0	1	1	2	0	0	0	0	5	5	0	0	0	0	0	0	7
7:30 AM	0	0	0	3	1	4	0	0	0	1	4	5	0	0	0	3	1	4	13
7:45 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	3	5	9
Total	0	0	0	4	2	6	0	0	0	4	14	18	0	0	0	7	5	12	36
8:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	3	4	0	0	0	0	8	8	0	0	0	0	0	0	12
8:45 AM	0	0	0	3	4	7	0	0	0	1	5	6	0	0	0	0	3	3	16
Total	0	0	0	4	7	11	0	0	0	3	17	20	0	0	0	0	3	3	34
Grand Total	0	0	0	8	9	17	0	0	0	7	31	38	0	0	0	7	8	15	70
Approach %	0	0	0	47.059	52.941		0	0	0	18.421	81.579		0	0	0	46.667	53.333		
Total %	0	0	0	11.429	12.857	24.286	0	0	0	10	44.286	54.286	0	0	0	10	11.429	21.429	
Exiting Leg Total						17						38						15	70

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	2	1	3	7
7:15 AM	0	0	0	1	1	2	0	0	0	0	5	5	0	0	0	0	0	0	7
7:30 AM	0	0	0	3	1	4	0	0	0	1	4	5	0	0	0	3	1	4	13
7:45 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	3	5	9
Total Volume	0	0	0	4	2	6	0	0	0	4	14	18	0	0	0	7	5	12	36
% Approach Total	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	58.3	41.7		
PHF	0.000	0.000	0.000	0.333	0.500	0.375	0.000	0.000	0.000	0.500	0.700	0.900	0.000	0.000	0.000	0.583	0.417	0.600	0.692
Entering Leg	0	0	0	4	2	6	0	0	0	4	14	18	0	0	0	7	5	12	36
Exiting Leg						6						18						12	36
Total						12						36						24	72

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	63	0	0	63	0	15	1	16	0	117	0	117	196
4:15 PM	51	0	1	52	1	14	0	15	0	92	0	92	159
4:30 PM	61	0	0	61	2	32	0	34	0	81	0	81	176
4:45 PM	58	0	0	58	2	9	0	11	1	98	0	99	168
Total	233	0	1	234	5	70	1	76	1	388	0	389	699
5:00 PM	62	0	0	62	2	19	0	21	2	124	0	126	209
5:15 PM	54	0	0	54	2	20	0	22	0	102	0	102	178
5:30 PM	42	0	0	42	1	5	0	6	1	102	0	103	151
5:45 PM	61	0	0	61	0	11	0	11	0	106	0	106	178
Total	219	0	0	219	5	55	0	60	3	434	0	437	716
Grand Total	452	0	1	453	10	125	1	136	4	822	0	826	1415
Approach %	99.8	0.0	0.2		7.4	91.9	0.7		0.5	99.5	0.0		
Total %	31.9	0.0	0.1	32.0	0.7	8.8	0.1	9.6	0.3	58.1	0.0	58.4	
Exiting Leg Total				833				5				577	1415
Cars	451	0	1	452	9	120	1	130	4	809	0	813	1395
% Cars	99.8	0.0	100.0	99.8	90.0	96.0	100.0	95.6	100.0	98.4	0.0	98.4	98.6
Exiting Leg Total				819				5				571	1395
Heavy Vehicles	1	0	0	1	1	5	0	6	0	13	0	13	20
% Heavy Vehicles	0.2	0.0	0.0	0.2	10.0	4.0	0.0	4.4	0.0	1.6	0.0	1.6	1.4
Exiting Leg Total				14				0				6	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	61	0	0	61	2	32	0	34	0	81	0	81	176
4:45 PM	58	0	0	58	2	9	0	11	1	98	0	99	168
5:00 PM	62	0	0	62	2	19	0	21	2	124	0	126	209
5:15 PM	54	0	0	54	2	20	0	22	0	102	0	102	178
Total Volume	235	0	0	235	8	80	0	88	3	405	0	408	731
% Approach Total	100.0	0.0	0.0		9.1	90.9	0.0		0.7	99.3	0.0		
PHF	0.948	0.000	0.000	0.948	1.000	0.625	0.000	0.647	0.375	0.817	0.000	0.810	0.874
Cars	234	0	0	234	7	77	0	84	3	401	0	404	722
Cars %	99.6	0.0	0.0	99.6	87.5	96.3	0.0	95.5	100.0	99.0	0.0	99.0	98.8
Heavy Vehicles	1	0	0	1	1	3	0	4	0	4	0	4	9
Heavy Vehicles %	0.4	0.0	0.0	0.4	12.5	3.8	0.0	4.5	0.0	1.0	0.0	1.0	1.2
Cars Enter Leg	234	0	0	234	7	77	0	84	3	401	0	404	722
Heavy Enter Leg	1	0	0	1	1	3	0	4	0	4	0	4	9
Total Entering Leg	235	0	0	235	8	80	0	88	3	405	0	408	731
Cars Exiting Leg				408				3				311	722
Heavy Exiting Leg				5				0				4	9
Total Exiting Leg				413				3				315	731

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	63	0	0	63	0	14	1	15	0	115	0	115	193
4:15 PM	51	0	1	52	1	14	0	15	0	88	0	88	155
4:30 PM	61	0	0	61	1	31	0	32	0	80	0	80	173
4:45 PM	58	0	0	58	2	9	0	11	1	98	0	99	168
Total	233	0	1	234	4	68	1	73	1	381	0	382	689
5:00 PM	61	0	0	61	2	18	0	20	2	123	0	125	206
5:15 PM	54	0	0	54	2	19	0	21	0	100	0	100	175
5:30 PM	42	0	0	42	1	5	0	6	1	101	0	102	150
5:45 PM	61	0	0	61	0	10	0	10	0	104	0	104	175
Total	218	0	0	218	5	52	0	57	3	428	0	431	706
Grand Total	451	0	1	452	9	120	1	130	4	809	0	813	1395
Approach %	99.8	0.0	0.2		6.9	92.3	0.8		0.5	99.5	0.0		
Total %	32.3	0.0	0.1	32.4	0.6	8.6	0.1	9.3	0.3	58.0	0.0	58.3	
Exiting Leg Total				819				5				571	1395

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	61	0	0	61	1	31	0	32	0	80	0	80	173
4:45 PM	58	0	0	58	2	9	0	11	1	98	0	99	168
5:00 PM	61	0	0	61	2	18	0	20	2	123	0	125	206
5:15 PM	54	0	0	54	2	19	0	21	0	100	0	100	175
Total Volume	234	0	0	234	7	77	0	84	3	401	0	404	722
% Approach Total	100.0	0.0	0.0		8.3	91.7	0.0		0.7	99.3	0.0		
PHF	0.959	0.000	0.000	0.959	0.875	0.621	0.000	0.656	0.375	0.815	0.000	0.808	0.876
Entering Leg	234	0	0	234	7	77	0	84	3	401	0	404	722
Exiting Leg				408				3				311	722
Total				642				87				715	1444

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	7	0	7	10
5:00 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
Total	1	0	0	1	0	3	0	3	0	6	0	6	10
Grand Total	1	0	0	1	1	5	0	6	0	13	0	13	20
Approach %	100.0	0.0	0.0		16.7	83.3	0.0		0.0	100.0	0.0		
Total %	5.0	0.0	0.0	5.0	5.0	25.0	0.0	30.0	0.0	65.0	0.0	65.0	
Exiting Leg Total				14				0				6	20
Buses	0	0	0	0	0	5	0	5	0	7	0	7	12
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	83.3	0.0	53.8	0.0	53.8	60.0
Exiting Leg Total				7				0				5	12
Single-Unit Trucks	1	0	0	1	1	0	0	1	0	6	0	6	8
% Single-Unit	100.0	0.0	0.0	100.0	100.0	0.0	0.0	16.7	0.0	46.2	0.0	46.2	40.0
Exiting Leg Total				7				0				1	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	7	0	7	10
% Approach Total	0.0	0.0	0.0		33.3	66.7	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.375	0.000	0.438	0.000	0.438	0.625
Buses	0	0	0	0	0	2	0	2	0	4	0	4	6
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	66.7	0.0	57.1	0.0	57.1	60.0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	3	0	3	4
Single-Unit %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	33.3	0.0	42.9	0.0	42.9	40.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	2	0	2	0	4	0	4	6
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	3	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	1	2	0	3	0	7	0	7	10
Buses				4				0				2	6
Single-Unit Trucks				4				0				0	4
Articulated Trucks				0				0				0	0
Total Exiting Leg				8				0				2	10

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	55	0	0	55	0	14	1	15	0	105	0	105	175
4:15 PM	46	0	1	47	1	14	0	15	0	77	0	77	139
4:30 PM	56	0	0	56	1	30	0	31	0	69	0	69	156
4:45 PM	52	0	0	52	2	9	0	11	1	90	0	91	154
Total	209	0	1	210	4	67	1	72	1	341	0	342	624
5:00 PM	50	0	0	50	2	18	0	20	1	111	0	112	182
5:15 PM	46	0	0	46	2	16	0	18	0	91	0	91	155
5:30 PM	38	0	0	38	1	5	0	6	1	90	0	91	135
5:45 PM	55	0	0	55	0	9	0	9	0	96	0	96	160
Total	189	0	0	189	5	48	0	53	2	388	0	390	632
Grand Total	398	0	1	399	9	115	1	125	3	729	0	732	1256
Approach %	99.7	0.0	0.3		7.2	92.0	0.8		0.4	99.6	0.0		
Total %	31.7	0.0	0.1	31.8	0.7	9.2	0.1	10.0	0.2	58.0	0.0	58.3	
Exiting Leg Total				739				4				513	1256

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	56	0	0	56	1	30	0	31	0	69	0	69	156
4:45 PM	52	0	0	52	2	9	0	11	1	90	0	91	154
5:00 PM	50	0	0	50	2	18	0	20	1	111	0	112	182
5:15 PM	46	0	0	46	2	16	0	18	0	91	0	91	155
Total Volume	204	0	0	204	7	73	0	80	2	361	0	363	647
% Approach Total	100.0	0.0	0.0		8.8	91.3	0.0		0.6	99.4	0.0		
PHF	0.911	0.000	0.000	0.911	0.875	0.608	0.000	0.645	0.500	0.813	0.000	0.810	0.889
Entering Leg	204	0	0	204	7	73	0	80	2	361	0	363	647
Exiting Leg				368				2				277	647
Total				572				82				640	1294

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	8	0	0	8	0	0	0	0	0	9	0	9	17
4:15 PM	5	0	0	5	0	0	0	0	0	10	0	10	15
4:30 PM	5	0	0	5	0	1	0	1	0	9	0	9	15
4:45 PM	6	0	0	6	0	0	0	0	0	8	0	8	14
Total	24	0	0	24	0	1	0	1	0	36	0	36	61
5:00 PM	10	0	0	10	0	0	0	0	0	12	0	12	22
5:15 PM	8	0	0	8	0	3	0	3	0	9	0	9	20
5:30 PM	4	0	0	4	0	0	0	0	0	11	0	11	15
5:45 PM	6	0	0	6	0	1	0	1	0	8	0	8	15
Total	28	0	0	28	0	4	0	4	0	40	0	40	72
Grand Total	52	0	0	52	0	5	0	5	0	76	0	76	133
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	39.1	0.0	0.0	39.1	0.0	3.8	0.0	3.8	0.0	57.1	0.0	57.1	
Exiting Leg Total				76				0				57	133

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:00 PM	10	0	0	10	0	0	0	0	0	12	0	12	22
5:15 PM	8	0	0	8	0	3	0	3	0	9	0	9	20
5:30 PM	4	0	0	4	0	0	0	0	0	11	0	11	15
5:45 PM	6	0	0	6	0	1	0	1	0	8	0	8	15
Total Volume	28	0	0	28	0	4	0	4	0	40	0	40	72
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.700	0.000	0.000	0.700	0.000	0.333	0.000	0.333	0.000	0.833	0.000	0.833	0.818
Entering Leg	28	0	0	28	0	4	0	4	0	40	0	40	72
Exiting Leg				40				0				32	72
Total				68				4				72	144

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	4	0	4	6
5:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	3	0	3	6
Grand Total	0	0	0	0	0	5	0	5	0	7	0	7	12
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	41.7	0.0	41.7	0.0	58.3	0.0	58.3	
Exiting Leg Total				7				0				5	12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	5	0	5	7
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.417	0.000	0.417	0.583
Entering Leg	0	0	0	0	0	2	0	2	0	5	0	5	7
Exiting Leg				5				0				2	7
Total				5				2				7	14

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	3	0	3	4
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
Grand Total	1	0	0	1	1	0	0	1	0	6	0	6	8
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	12.5	0.0	0.0	12.5	12.5	0.0	0.0	12.5	0.0	75.0	0.0	75.0	
Exiting Leg Total				7				0				1	8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	3	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.375	0.500
Entering Leg	0	0	0	0	1	0	0	1	0	3	0	3	4
Exiting Leg				4				0				0	4
Total				4				1				3	8

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Main Street from North				Maple Avenue from East				Main Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2	3
Grand Total	1	0	0	0	0	1	0	0	0	0	2	2	0	2	0	0	0	2	5
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		
Total %	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	40.0	0.0	0.0	0.0	40.0	
Exiting Leg Total						2						2						1	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
Total Volume	1	0	0	0	0	1	0	0	0	0	1	1	0	2	0	0	0	2	4
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	1	0	0	0	0	1	0	0	0	0	1	1	0	2	0	0	0	2	4
Exiting Leg						2						1						1	4
Total						3						2						3	8

PDI File #: **186458-9**
Location: **N: Main Street S: Main Street**
Location: **E: Maple Avenue**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:00 PM	0	0	0	1	2	3	0	0	0	5	1	6	0	0	0	0	0	0	9
4:15 PM	0	0	0	2	0	2	0	0	0	5	10	15	0	0	0	2	2	4	21
4:30 PM	0	0	0	5	3	8	0	0	0	5	5	10	0	0	0	1	0	1	19
4:45 PM	0	0	0	1	3	4	0	0	0	3	8	11	0	0	0	0	1	1	16
Total	0	0	0	9	8	17	0	0	0	18	24	42	0	0	0	3	3	6	65
5:00 PM	0	0	0	2	0	2	0	0	0	2	10	12	0	0	0	0	1	1	15
5:15 PM	0	0	0	3	2	5	0	0	0	5	3	8	0	0	0	1	0	1	14
5:30 PM	0	0	0	1	3	4	0	0	0	2	4	6	0	0	0	1	3	4	14
5:45 PM	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	1	0	1	5
Total	0	0	0	7	6	13	0	0	0	9	19	28	0	0	0	3	4	7	48
Grand Total	0	0	0	16	14	30	0	0	0	27	43	70	0	0	0	6	7	13	113
Approach %	0	0	0	53.333	46.667		0	0	0	38.571	61.429		0	0	0	46.154	53.846		
Total %	0	0	0	14.159	12.389	26.549	0	0	0	23.894	38.053	61.947	0	0	0	5.3097	6.1947	11.504	
Exiting Leg Total						30						70						13	113

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Main Street from North						Maple Avenue from East						Main Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:15 PM	0	0	0	2	0	2	0	0	0	5	10	15	0	0	0	2	2	4	21
4:30 PM	0	0	0	5	3	8	0	0	0	5	5	10	0	0	0	1	0	1	19
4:45 PM	0	0	0	1	3	4	0	0	0	3	8	11	0	0	0	0	1	1	16
5:00 PM	0	0	0	2	0	2	0	0	0	2	10	12	0	0	0	0	1	1	15
Total Volume	0	0	0	10	6	16	0	0	0	15	33	48	0	0	0	3	4	7	71
% Approach Total	0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	31.3	68.8		0.0	0.0	0.0	42.9	57.1		
PHF	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.750	0.825	0.800	0.000	0.000	0.000	0.375	0.500	0.438	0.845
Entering Leg	0	0	0	10	6	16	0	0	0	15	33	48	0	0	0	3	4	7	71
Exiting Leg						16						48						7	71
Total						32						96						14	142

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	58	24	0	86	64	60	4	0	128	4	63	12	0	79	16	79	13	0	108	401
7:15 AM	5	67	28	0	100	68	98	2	0	168	2	93	2	0	97	13	107	9	0	129	494
7:30 AM	3	85	52	0	140	77	82	9	0	168	4	84	3	0	91	12	90	11	0	113	512
7:45 AM	7	90	55	0	152	98	110	5	0	213	6	86	10	0	102	19	96	8	0	123	590
Total	19	300	159	0	478	307	350	20	0	677	16	326	27	0	369	60	372	41	0	473	1997
8:00 AM	8	90	41	0	139	97	84	8	0	189	4	53	11	0	68	20	79	8	0	107	503
8:15 AM	2	66	40	0	108	63	90	9	0	162	2	76	8	0	86	12	69	8	0	89	445
8:30 AM	6	80	39	0	125	81	92	4	0	177	7	70	6	0	83	23	77	7	0	107	492
8:45 AM	3	93	61	0	157	82	94	3	0	179	5	64	8	0	77	27	97	7	0	131	544
Total	19	329	181	0	529	323	360	24	0	707	18	263	33	0	314	82	322	30	0	434	1984
Grand Total	38	629	340	0	1007	630	710	44	0	1384	34	589	60	0	683	142	694	71	0	907	3981
Approach %	3.8	62.5	33.8	0.0		45.5	51.3	3.2	0.0		5.0	86.2	8.8	0.0		15.7	76.5	7.8	0.0		
Total %	1.0	15.8	8.5	0.0	25.3	15.8	17.8	1.1	0.0	34.8	0.9	14.8	1.5	0.0	17.2	3.6	17.4	1.8	0.0	22.8	
Exiting Leg Total					1290					1068					815					808	3981
Cars	35	595	322	0	952	611	679	39	0	1329	33	560	54	0	647	136	670	67	0	873	3801
% Cars	92.1	94.6	94.7	0.0	94.5	97.0	95.6	88.6	0.0	96.0	97.1	95.1	90.0	0.0	94.7	95.8	96.5	94.4	0.0	96.3	95.5
Exiting Leg Total					1238					1025					770					768	3801
Heavy Vehicles	3	34	18	0	55	19	31	5	0	55	1	29	6	0	36	6	24	4	0	34	180
% Heavy Vehicles	7.9	5.4	5.3	0.0	5.5	3.0	4.4	11.4	0.0	4.0	2.9	4.9	10.0	0.0	5.3	4.2	3.5	5.6	0.0	3.7	4.5
Exiting Leg Total					52					43					45					40	180

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	5	67	28	0	100	68	98	2	0	168	2	93	2	0	97	13	107	9	0	129	494
7:30 AM	3	85	52	0	140	77	82	9	0	168	4	84	3	0	91	12	90	11	0	113	512
7:45 AM	7	90	55	0	152	98	110	5	0	213	6	86	10	0	102	19	96	8	0	123	590
8:00 AM	8	90	41	0	139	97	84	8	0	189	4	53	11	0	68	20	79	8	0	107	503
Total Volume	23	332	176	0	531	340	374	24	0	738	16	316	26	0	358	64	372	36	0	472	2099
% Approach Total	4.3	62.5	33.1	0.0		46.1	50.7	3.3	0.0		4.5	88.3	7.3	0.0		13.6	78.8	7.6	0.0		
PHF	0.719	0.922	0.800	0.000	0.873	0.867	0.850	0.667	0.000	0.866	0.667	0.849	0.591	0.000	0.877	0.800	0.869	0.818	0.000	0.915	0.889
Cars	21	310	167	0	498	327	357	22	0	706	15	301	24	0	340	63	360	33	0	456	2000
Cars %	91.3	93.4	94.9	0.0	93.8	96.2	95.5	91.7	0.0	95.7	93.8	95.3	92.3	0.0	95.0	98.4	96.8	91.7	0.0	96.6	95.3
Heavy Vehicles	2	22	9	0	33	13	17	2	0	32	1	15	2	0	18	1	12	3	0	16	99
Heavy Vehicles %	8.7	6.6	5.1	0.0	6.2	3.8	4.5	8.3	0.0	4.3	6.3	4.7	7.7	0.0	5.0	1.6	3.2	8.3	0.0	3.4	4.7
Cars Enter Leg	21	310	167	0	498	327	357	22	0	706	15	301	24	0	340	63	360	33	0	456	2000
Heavy Enter Leg	2	22	9	0	33	13	17	2	0	32	1	15	2	0	18	1	12	3	0	16	99
Total Entering Leg	23	332	176	0	531	340	374	24	0	738	16	316	26	0	358	64	372	36	0	472	2099
Cars Exiting Leg					661					542					395					402	2000
Heavy Exiting Leg					31					22					25					21	99
Total Exiting Leg					692					564					420					423	2099

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	57	23	0	84	64	57	4	0	125	4	62	12	0	78	16	76	12	0	104	391
7:15 AM	4	62	25	0	91	67	93	2	0	162	2	92	1	0	95	13	107	9	0	129	477
7:30 AM	3	77	50	0	130	74	79	8	0	161	4	78	3	0	85	12	85	11	0	108	484
7:45 AM	7	88	52	0	147	96	107	4	0	207	5	80	10	0	95	18	93	7	0	118	567
Total	18	284	150	0	452	301	336	18	0	655	15	312	26	0	353	59	361	39	0	459	1919
8:00 AM	7	83	40	0	130	90	78	8	0	176	4	51	10	0	65	20	75	6	0	101	472
8:15 AM	2	63	37	0	102	61	87	7	0	155	2	71	7	0	80	11	67	8	0	86	423
8:30 AM	6	78	36	0	120	80	89	4	0	173	7	65	5	0	77	21	75	7	0	103	473
8:45 AM	2	87	59	0	148	79	89	2	0	170	5	61	6	0	72	25	92	7	0	124	514
Total	17	311	172	0	500	310	343	21	0	674	18	248	28	0	294	77	309	28	0	414	1882
Grand Total	35	595	322	0	952	611	679	39	0	1329	33	560	54	0	647	136	670	67	0	873	3801
Approach %	3.7	62.5	33.8	0.0		46.0	51.1	2.9	0.0		5.1	86.6	8.3	0.0		15.6	76.7	7.7	0.0		
Total %	0.9	15.7	8.5	0.0	25.0	16.1	17.9	1.0	0.0	35.0	0.9	14.7	1.4	0.0	17.0	3.6	17.6	1.8	0.0	23.0	
Exiting Leg Total					1238					1025					770					768	3801

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	62	25	0	91	67	93	2	0	162	2	92	1	0	95	13	107	9	0	129	477
7:30 AM	3	77	50	0	130	74	79	8	0	161	4	78	3	0	85	12	85	11	0	108	484
7:45 AM	7	88	52	0	147	96	107	4	0	207	5	80	10	0	95	18	93	7	0	118	567
8:00 AM	7	83	40	0	130	90	78	8	0	176	4	51	10	0	65	20	75	6	0	101	472
Total Volume	21	310	167	0	498	327	357	22	0	706	15	301	24	0	340	63	360	33	0	456	2000
% Approach Total	4.2	62.2	33.5	0.0		46.3	50.6	3.1	0.0		4.4	88.5	7.1	0.0		13.8	78.9	7.2	0.0		
PHF	0.750	0.881	0.803	0.000	0.847	0.852	0.834	0.688	0.000	0.853	0.750	0.818	0.600	0.000	0.895	0.788	0.841	0.750	0.000	0.884	0.882
Entering Leg	21	310	167	0	498	327	357	22	0	706	15	301	24	0	340	63	360	33	0	456	2000
Exiting Leg					661					542					395					402	2000
Total					1159					1248					735					858	4000

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	10
7:15 AM	1	5	3	0	9	1	5	0	0	6	0	1	1	0	2	0	0	0	0	0	17
7:30 AM	0	8	2	0	10	3	3	1	0	7	0	6	0	0	6	0	5	0	0	5	28
7:45 AM	0	2	3	0	5	2	3	1	0	6	1	6	0	0	7	1	3	1	0	5	23
Total	1	16	9	0	26	6	14	2	0	22	1	14	1	0	16	1	11	2	0	14	78
8:00 AM	1	7	1	0	9	7	6	0	0	13	0	2	1	0	3	0	4	2	0	6	31
8:15 AM	0	3	3	0	6	2	3	2	0	7	0	5	1	0	6	1	2	0	0	3	22
8:30 AM	0	2	3	0	5	1	3	0	0	4	0	5	1	0	6	2	2	0	0	4	19
8:45 AM	1	6	2	0	9	3	5	1	0	9	0	3	2	0	5	2	5	0	0	7	30
Total	2	18	9	0	29	13	17	3	0	33	0	15	5	0	20	5	13	2	0	20	102
Grand Total	3	34	18	0	55	19	31	5	0	55	1	29	6	0	36	6	24	4	0	34	180
Approach %	5.5	61.8	32.7	0.0		34.5	56.4	9.1	0.0		2.8	80.6	16.7	0.0		17.6	70.6	11.8	0.0		
Total %	1.7	18.9	10.0	0.0	30.6	10.6	17.2	2.8	0.0	30.6	0.6	16.1	3.3	0.0	20.0	3.3	13.3	2.2	0.0	18.9	
Exiting Leg Total					52					43					45					40	180
Buses	1	13	16	0	30	8	23	5	0	36	1	11	1	0	13	0	6	2	0	8	87
% Buses	33.3	38.2	88.9	0.0	54.5	42.1	74.2	100.0	0.0	65.5	100.0	37.9	16.7	0.0	36.1	0.0	25.0	50.0	0.0	23.5	48.3
Exiting Leg Total					21					23					18					25	87
Single-Unit Trucks	2	19	2	0	23	9	7	0	0	16	0	17	4	0	21	5	13	2	0	20	80
% Single-Unit	66.7	55.9	11.1	0.0	41.8	47.4	22.6	0.0	0.0	29.1	0.0	58.6	66.7	0.0	58.3	83.3	54.2	50.0	0.0	58.8	44.4
Exiting Leg Total					28					15					24					13	80
Articulated Trucks	0	2	0	0	2	2	1	0	0	3	0	1	1	0	2	1	5	0	0	6	13
% Articulated	0.0	5.9	0.0	0.0	3.6	10.5	3.2	0.0	0.0	5.5	0.0	3.4	16.7	0.0	5.6	16.7	20.8	0.0	0.0	17.6	7.2
Exiting Leg Total					3					5					3					2	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	8	2	0	10	3	3	1	0	7	0	6	0	0	6	0	5	0	0	5	28
7:45 AM	0	2	3	0	5	2	3	1	0	6	1	6	0	0	7	1	3	1	0	5	23
8:00 AM	1	7	1	0	9	7	6	0	0	13	0	2	1	0	3	0	4	2	0	6	31
8:15 AM	0	3	3	0	6	2	3	2	0	7	0	5	1	0	6	1	2	0	0	3	22
Total Volume	1	20	9	0	30	14	15	4	0	33	1	19	2	0	22	2	14	3	0	19	104
% Approach Total	3.3	66.7	30.0	0.0		42.4	45.5	12.1	0.0		4.5	86.4	9.1	0.0		10.5	73.7	15.8	0.0		
PHF	0.250	0.625	0.750	0.000	0.750	0.500	0.625	0.500	0.000	0.635	0.250	0.792	0.500	0.000	0.786	0.500	0.700	0.375	0.000	0.792	0.839
Buses	0	6	9	0	15	6	11	4	0	21	1	6	0	0	7	0	1	1	0	2	45
Buses %	0.0	30.0	100.0	0.0	50.0	42.9	73.3	100.0	0.0	63.6	100.0	31.6	0.0	0.0	31.8	0.0	7.1	33.3	0.0	10.5	43.3
Single-Unit Trucks	1	12	0	0	13	6	4	0	0	10	0	12	1	0	13	2	9	2	0	13	49
Single-Unit %	100.0	60.0	0.0	0.0	43.3	42.9	26.7	0.0	0.0	30.3	0.0	63.2	50.0	0.0	59.1	100.0	64.3	66.7	0.0	68.4	47.1
Articulated Trucks	0	2	0	0	2	2	0	0	0	2	0	1	1	0	2	0	4	0	0	4	10
Articulated %	0.0	10.0	0.0	0.0	6.7	14.3	0.0	0.0	0.0	6.1	0.0	5.3	50.0	0.0	9.1	0.0	28.6	0.0	0.0	21.1	9.6
Buses	0	6	9	0	15	6	11	4	0	21	1	6	0	0	7	0	1	1	0	2	45
Single-Unit Trucks	1	12	0	0	13	6	4	0	0	10	0	12	1	0	13	2	9	2	0	13	49
Articulated Trucks	0	2	0	0	2	2	0	0	0	2	0	1	1	0	2	0	4	0	0	4	10
Total Entering Leg	1	20	9	0	30	14	15	4	0	33	1	19	2	0	22	2	14	3	0	19	104
Buses					13					11					10					11	45
Single-Unit Trucks					20					9					14					6	49
Articulated Trucks					3					4					2					1	10
Total Exiting Leg					36					24					26					18	104

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	51	20	0	75	55	54	4	0	113	4	57	10	0	71	16	66	9	0	91	350
7:15 AM	4	56	23	0	83	57	89	2	0	148	2	88	1	0	91	12	96	7	0	115	437
7:30 AM	2	71	45	0	118	68	76	8	0	152	4	68	2	0	74	11	74	8	0	93	437
7:45 AM	7	84	49	0	140	85	96	4	0	185	5	74	9	0	88	15	88	6	0	109	522
Total	17	262	137	0	416	265	315	18	0	598	15	287	22	0	324	54	324	30	0	408	1746
8:00 AM	7	78	36	0	121	76	72	8	0	156	4	46	9	0	59	19	69	6	0	94	430
8:15 AM	2	59	33	0	94	54	78	6	0	138	2	61	6	0	69	9	61	7	0	77	378
8:30 AM	5	64	33	0	102	68	81	3	0	152	7	60	3	0	70	18	72	6	0	96	420
8:45 AM	2	78	52	0	132	72	79	1	0	152	4	53	6	0	63	25	82	4	0	111	458
Total	16	279	154	0	449	270	310	18	0	598	17	220	24	0	261	71	284	23	0	378	1686
Grand Total	33	541	291	0	865	535	625	36	0	1196	32	507	46	0	585	125	608	53	0	786	3432
Approach %	3.8	62.5	33.6	0.0		44.7	52.3	3.0	0.0		5.5	86.7	7.9	0.0		15.9	77.4	6.7	0.0		
Total %	1.0	15.8	8.5	0.0	25.2	15.6	18.2	1.0	0.0	34.8	0.9	14.8	1.3	0.0	17.0	3.6	17.7	1.5	0.0	22.9	
Exiting Leg Total					1095					931					702					704	3432

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	56	23	0	83	57	89	2	0	148	2	88	1	0	91	12	96	7	0	115	437
7:30 AM	2	71	45	0	118	68	76	8	0	152	4	68	2	0	74	11	74	8	0	93	437
7:45 AM	7	84	49	0	140	85	96	4	0	185	5	74	9	0	88	15	88	6	0	109	522
8:00 AM	7	78	36	0	121	76	72	8	0	156	4	46	9	0	59	19	69	6	0	94	430
Total Volume	20	289	153	0	462	286	333	22	0	641	15	276	21	0	312	57	327	27	0	411	1826
% Approach Total	4.3	62.6	33.1	0.0		44.6	52.0	3.4	0.0		4.8	88.5	6.7	0.0		13.9	79.6	6.6	0.0		
PHF	0.714	0.860	0.781	0.000	0.825	0.841	0.867	0.688	0.000	0.866	0.750	0.784	0.583	0.000	0.857	0.750	0.852	0.844	0.000	0.893	0.875
Entering Leg	20	289	153	0	462	286	333	22	0	641	15	276	21	0	312	57	327	27	0	411	1826
Exiting Leg					589					495					368					374	1826
Total					1051					1136					680					785	3652

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Motorcycles

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					1					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Exiting Leg					3					0					1					0	4
Total					4					1					3					0	8

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
7:15 AM	1	3	3	0	7	1	5	0	0	6	0	1	1	0	2	0	0	0	0	0	15
7:30 AM	0	5	2	0	7	2	1	1	0	4	0	1	0	0	1	0	1	0	0	1	13
7:45 AM	0	1	3	0	4	2	3	1	0	6	1	2	0	0	3	0	0	0	0	0	13
Total	1	9	8	0	18	5	11	2	0	18	1	4	1	0	6	0	3	1	0	4	46
8:00 AM	0	0	1	0	1	1	5	0	0	6	0	2	0	0	2	0	0	1	0	1	10
8:15 AM	0	0	3	0	3	1	2	2	0	5	0	1	0	0	1	0	0	0	0	0	9
8:30 AM	0	0	2	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7
8:45 AM	0	4	2	0	6	1	3	1	0	5	0	2	0	0	2	0	2	0	0	2	15
Total	0	4	8	0	12	3	12	3	0	18	0	7	0	0	7	0	3	1	0	4	41
Grand Total	1	13	16	0	30	8	23	5	0	36	1	11	1	0	13	0	6	2	0	8	87
Approach %	3.3	43.3	53.3	0.0		22.2	63.9	13.9	0.0		7.7	84.6	7.7	0.0		0.0	75.0	25.0	0.0		
Total %	1.1	14.9	18.4	0.0	34.5	9.2	26.4	5.7	0.0	41.4	1.1	12.6	1.1	0.0	14.9	0.0	6.9	2.3	0.0	9.2	
Exiting Leg Total					21					23					18					25	87

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	3	3	0	7	1	5	0	0	6	0	1	1	0	2	0	0	0	0	0	15
7:30 AM	0	5	2	0	7	2	1	1	0	4	0	1	0	0	1	0	1	0	0	1	13
7:45 AM	0	1	3	0	4	2	3	1	0	6	1	2	0	0	3	0	0	0	0	0	13
8:00 AM	0	0	1	0	1	1	5	0	0	6	0	2	0	0	2	0	0	1	0	1	10
Total Volume	1	9	9	0	19	6	14	2	0	22	1	6	1	0	8	0	1	1	0	2	51
% Approach Total	5.3	47.4	47.4	0.0		27.3	63.6	9.1	0.0		12.5	75.0	12.5	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.450	0.750	0.000	0.679	0.750	0.700	0.500	0.000	0.917	0.250	0.750	0.250	0.000	0.667	0.000	0.250	0.250	0.000	0.500	0.850
Entering Leg	1	9	9	0	19	6	14	2	0	22	1	6	1	0	8	0	1	1	0	2	51
Exiting Leg					13					11					11					16	51
Total					32					33					19					18	102

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	3	0	0	3	1	2	0	0	3	0	5	0	0	5	0	3	0	0	3	14
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	3	1	0	5	10
Total	0	7	1	0	8	1	3	0	0	4	0	10	0	0	10	1	6	1	0	8	30
8:00 AM	1	6	0	0	7	4	1	0	0	5	0	0	1	0	1	0	1	1	0	2	15
8:15 AM	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	1	2	0	0	3	10
8:30 AM	0	2	1	0	3	1	1	0	0	2	0	3	1	0	4	1	1	0	0	2	11
8:45 AM	1	2	0	0	3	2	1	0	0	3	0	1	2	0	3	2	3	0	0	5	14
Total	2	12	1	0	15	8	4	0	0	12	0	7	4	0	11	4	7	1	0	12	50
Grand Total	2	19	2	0	23	9	7	0	0	16	0	17	4	0	21	5	13	2	0	20	80
Approach %	8.7	82.6	8.7	0.0		56.3	43.8	0.0	0.0		0.0	81.0	19.0	0.0		25.0	65.0	10.0	0.0		
Total %	2.5	23.8	2.5	0.0	28.8	11.3	8.8	0.0	0.0	20.0	0.0	21.3	5.0	0.0	26.3	6.3	16.3	2.5	0.0	25.0	
Exiting Leg Total					28					15					24					13	80

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	6	0	0	7	4	1	0	0	5	0	0	1	0	1	0	1	1	0	2	15
8:15 AM	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	1	2	0	0	3	10
8:30 AM	0	2	1	0	3	1	1	0	0	2	0	3	1	0	4	1	1	0	0	2	11
8:45 AM	1	2	0	0	3	2	1	0	0	3	0	1	2	0	3	2	3	0	0	5	14
Total Volume	2	12	1	0	15	8	4	0	0	12	0	7	4	0	11	4	7	1	0	12	50
% Approach Total	13.3	80.0	6.7	0.0		66.7	33.3	0.0	0.0		0.0	63.6	36.4	0.0		33.3	58.3	8.3	0.0		
PHF	0.500	0.500	0.250	0.000	0.536	0.500	1.000	0.000	0.000	0.600	0.000	0.583	0.500	0.000	0.688	0.500	0.583	0.250	0.000	0.600	0.833
Entering Leg	2	12	1	0	15	8	4	0	0	12	0	7	4	0	11	4	7	1	0	12	50
Exiting Leg					16					8					16					10	50
Total					31					20					27					22	100

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	2	1	0	0	3	0	1	1	0	2	1	3	0	0	4	11
Grand Total	0	2	0	0	2	2	1	0	0	3	0	1	1	0	2	1	5	0	0	6	13
Approach %	0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	50.0	50.0	0.0		16.7	83.3	0.0	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	15.4	7.7	0.0	0.0	23.1	0.0	7.7	7.7	0.0	15.4	7.7	38.5	0.0	0.0	46.2	
Exiting Leg Total					3					5					3					2	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	2	1	0	0	3	0	1	1	0	2	1	3	0	0	4	11
% Approach Total	0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	50.0	50.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.375	0.000	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.333	0.458
Entering Leg	0	2	0	0	2	2	1	0	0	3	0	1	1	0	2	1	3	0	0	4	11
Exiting Leg					3					3					3					2	11
Total					5					6					5					6	22

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	33.3	66.7	
Exiting Leg Total							0							0							1							2	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Exiting Leg							0							0							1							2	3
Total							0							0							2							4	6

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	2	2	4	13
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	3	2	5	0	0	0	0	1	1	2	11
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	3	3	10
Total	0	0	0	0	5	4	9	0	0	0	0	2	3	5	0	0	0	0	5	9	14	0	0	0	0	3	6	9	37
8:00 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	5
8:30 AM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	0	1	6
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Total	0	0	0	0	6	2	8	0	0	0	0	4	0	4	0	0	0	0	3	2	5	0	0	0	0	3	0	3	20
Grand Total	0	0	0	0	11	6	17	0	0	0	0	6	3	9	0	0	0	0	8	11	19	0	0	0	0	6	6	12	57
Approach %	0	0	0	0	64.7	35.3		0	0	0	0	66.7	33.3		0	0	0	0	42.1	57.9		0	0	0	0	50	50		
Total %	0	0	0	0	19.3	10.5	29.8	0	0	0	0	10.5	5.26	15.8	0	0	0	0	14	19.3	33.3	0	0	0	0	10.5	10.5	21.1	
Exiting Leg Total							17							9							19							12	57

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	2	2	4	13
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	3	2	5	0	0	0	0	1	1	2	11
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	3	3	10
Total Volume	0	0	0	0	5	4	9	0	0	0	0	2	3	5	0	0	0	0	5	9	14	0	0	0	0	3	6	9	37
% Approach Total	0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	35.7	64.3		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.417	1.000	0.563	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.417	0.750	0.700	0.000	0.000	0.000	0.000	0.375	0.500	0.563	0.712
Entering Leg	0	0	0	0	5	4	9	0	0	0	0	2	3	5	0	0	0	0	5	9	14	0	0	0	0	3	6	9	37
Exiting Leg							9							5							14							9	37
Total							18							10							28							18	74

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	108	66	0	181	88	87	4	0	179	4	60	8	0	72	29	82	13	0	124	556
4:15 PM	5	104	64	0	173	62	93	11	0	166	11	67	9	0	87	19	98	12	0	129	555
4:30 PM	10	100	59	0	169	86	92	7	0	185	6	84	9	0	99	23	110	17	0	150	603
4:45 PM	4	115	74	0	193	68	71	7	0	146	4	65	8	0	77	14	91	10	0	115	531
Total	26	427	263	0	716	304	343	29	0	676	25	276	34	0	335	85	381	52	0	518	2245
5:00 PM	6	96	64	0	166	73	65	8	0	146	8	80	8	0	96	8	88	14	0	110	518
5:15 PM	6	112	59	0	177	52	75	7	0	134	12	74	7	0	93	14	104	8	0	126	530
5:30 PM	7	111	64	0	182	61	71	8	0	140	5	79	7	0	91	28	87	13	0	128	541
5:45 PM	6	91	52	0	149	42	87	3	0	132	3	69	9	0	81	14	103	4	0	121	483
Total	25	410	239	0	674	228	298	26	0	552	28	302	31	0	361	64	382	39	0	485	2072
Grand Total	51	837	502	0	1390	532	641	55	0	1228	53	578	65	0	696	149	763	91	0	1003	4317
Approach %	3.7	60.2	36.1	0.0		43.3	52.2	4.5	0.0		7.6	83.0	9.3	0.0		14.9	76.1	9.1	0.0		
Total %	1.2	19.4	11.6	0.0	32.2	12.3	14.8	1.3	0.0	28.4	1.2	13.4	1.5	0.0	16.1	3.5	17.7	2.1	0.0	23.2	
Exiting Leg Total					1201					1318					1041					757	4317
Cars	50	823	479	0	1352	522	619	54	0	1195	52	568	64	0	684	149	755	89	0	993	4224
% Cars	98.0	98.3	95.4	0.0	97.3	98.1	96.6	98.2	0.0	97.3	98.1	98.3	98.5	0.0	98.3	100.0	99.0	97.8	0.0	99.0	97.8
Exiting Leg Total					1179					1286					1026					733	4224
Heavy Vehicles	1	14	23	0	38	10	22	1	0	33	1	10	1	0	12	0	8	2	0	10	93
% Heavy Vehicles	2.0	1.7	4.6	0.0	2.7	1.9	3.4	1.8	0.0	2.7	1.9	1.7	1.5	0.0	1.7	0.0	1.0	2.2	0.0	1.0	2.2
Exiting Leg Total					22					32					15					24	93

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	108	66	0	181	88	87	4	0	179	4	60	8	0	72	29	82	13	0	124	556
4:15 PM	5	104	64	0	173	62	93	11	0	166	11	67	9	0	87	19	98	12	0	129	555
4:30 PM	10	100	59	0	169	86	92	7	0	185	6	84	9	0	99	23	110	17	0	150	603
4:45 PM	4	115	74	0	193	68	71	7	0	146	4	65	8	0	77	14	91	10	0	115	531
Total Volume	26	427	263	0	716	304	343	29	0	676	25	276	34	0	335	85	381	52	0	518	2245
% Approach Total	3.6	59.6	36.7	0.0		45.0	50.7	4.3	0.0		7.5	82.4	10.1	0.0		16.4	73.6	10.0	0.0		
PHF	0.650	0.928	0.889	0.000	0.927	0.864	0.922	0.659	0.000	0.914	0.568	0.821	0.944	0.000	0.846	0.733	0.866	0.765	0.000	0.863	0.931
Cars	26	421	249	0	696	298	329	28	0	655	24	270	33	0	327	85	376	50	0	511	2189
Cars %	100.0	98.6	94.7	0.0	97.2	98.0	95.9	96.6	0.0	96.9	96.0	97.8	97.1	0.0	97.6	100.0	98.7	96.2	0.0	98.6	97.5
Heavy Vehicles	0	6	14	0	20	6	14	1	0	21	1	6	1	0	8	0	5	2	0	7	56
Heavy Vehicles %	0.0	1.4	5.3	0.0	2.8	2.0	4.1	3.4	0.0	3.1	4.0	2.2	2.9	0.0	2.4	0.0	1.3	3.8	0.0	1.4	2.5
Cars Enter Leg	26	421	249	0	696	298	329	28	0	655	24	270	33	0	327	85	376	50	0	511	2189
Heavy Enter Leg	0	6	14	0	20	6	14	1	0	21	1	6	1	0	8	0	5	2	0	7	56
Total Entering Leg	26	427	263	0	716	304	343	29	0	676	25	276	34	0	335	85	381	52	0	518	2245
Cars Exiting Leg					618					649					534					388	2189
Heavy Exiting Leg					14					20					7					15	56
Total Exiting Leg					632					669					541					403	2245

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	105	61	0	173	86	82	4	0	172	3	58	8	0	69	29	80	13	0	122	536
4:15 PM	5	102	59	0	166	61	89	11	0	161	11	66	9	0	86	19	97	11	0	127	540
4:30 PM	10	99	57	0	166	84	90	7	0	181	6	82	8	0	96	23	109	17	0	149	592
4:45 PM	4	115	72	0	191	67	68	6	0	141	4	64	8	0	76	14	90	9	0	113	521
Total	26	421	249	0	696	298	329	28	0	655	24	270	33	0	327	85	376	50	0	511	2189
5:00 PM	6	92	62	0	160	73	63	8	0	144	8	79	8	0	95	8	88	14	0	110	509
5:15 PM	6	110	56	0	172	51	72	7	0	130	12	72	7	0	91	14	103	8	0	125	518
5:30 PM	6	109	62	0	177	60	71	8	0	139	5	78	7	0	90	28	87	13	0	128	534
5:45 PM	6	91	50	0	147	40	84	3	0	127	3	69	9	0	81	14	101	4	0	119	474
Total	24	402	230	0	656	224	290	26	0	540	28	298	31	0	357	64	379	39	0	482	2035
Grand Total	50	823	479	0	1352	522	619	54	0	1195	52	568	64	0	684	149	755	89	0	993	4224
Approach %	3.7	60.9	35.4	0.0		43.7	51.8	4.5	0.0		7.6	83.0	9.4	0.0		15.0	76.0	9.0	0.0		
Total %	1.2	19.5	11.3	0.0	32.0	12.4	14.7	1.3	0.0	28.3	1.2	13.4	1.5	0.0	16.2	3.5	17.9	2.1	0.0	23.5	
Exiting Leg Total					1179					1286					1026					733	4224

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	105	61	0	173	86	82	4	0	172	3	58	8	0	69	29	80	13	0	122	536
4:15 PM	5	102	59	0	166	61	89	11	0	161	11	66	9	0	86	19	97	11	0	127	540
4:30 PM	10	99	57	0	166	84	90	7	0	181	6	82	8	0	96	23	109	17	0	149	592
4:45 PM	4	115	72	0	191	67	68	6	0	141	4	64	8	0	76	14	90	9	0	113	521
Total Volume	26	421	249	0	696	298	329	28	0	655	24	270	33	0	327	85	376	50	0	511	2189
% Approach Total	3.7	60.5	35.8	0.0		45.5	50.2	4.3	0.0		7.3	82.6	10.1	0.0		16.6	73.6	9.8	0.0		
PHF	0.650	0.915	0.865	0.000	0.911	0.866	0.914	0.636	0.000	0.905	0.545	0.823	0.917	0.000	0.852	0.733	0.862	0.735	0.000	0.857	0.924
Entering Leg	26	421	249	0	696	298	329	28	0	655	24	270	33	0	327	85	376	50	0	511	2189
Exiting Leg					618					649					534					388	2189
Total					1314					1304					861					899	4378

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	5	0	8	2	5	0	0	7	1	2	0	0	3	0	2	0	0	2	20
4:15 PM	0	2	5	0	7	1	4	0	0	5	0	1	0	0	1	0	1	1	0	2	15
4:30 PM	0	1	2	0	3	2	2	0	0	4	0	2	1	0	3	0	1	0	0	1	11
4:45 PM	0	0	2	0	2	1	3	1	0	5	0	1	0	0	1	0	1	1	0	2	10
Total	0	6	14	0	20	6	14	1	0	21	1	6	1	0	8	0	5	2	0	7	56
5:00 PM	0	4	2	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	9
5:15 PM	0	2	3	0	5	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	12
5:30 PM	1	2	2	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
5:45 PM	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	9
Total	1	8	9	0	18	4	8	0	0	12	0	4	0	0	4	0	3	0	0	3	37
Grand Total	1	14	23	0	38	10	22	1	0	33	1	10	1	0	12	0	8	2	0	10	93
Approach %	2.6	36.8	60.5	0.0		30.3	66.7	3.0	0.0		8.3	83.3	8.3	0.0		0.0	80.0	20.0	0.0		
Total %	1.1	15.1	24.7	0.0	40.9	10.8	23.7	1.1	0.0	35.5	1.1	10.8	1.1	0.0	12.9	0.0	8.6	2.2	0.0	10.8	
Exiting Leg Total					22					32					15					24	93
Buses	0	3	16	0	19	4	12	1	0	17	1	5	1	0	7	0	4	0	0	4	47
% Buses	0.0	21.4	69.6	0.0	50.0	40.0	54.5	100.0	0.0	51.5	100.0	50.0	100.0	0.0	58.3	0.0	50.0	0.0	0.0	40.0	50.5
Exiting Leg Total					9					21					4					13	47
Single-Unit Trucks	1	10	7	0	18	6	4	0	0	10	0	5	0	0	5	0	4	2	0	6	39
% Single-Unit	100.0	71.4	30.4	0.0	47.4	60.0	18.2	0.0	0.0	30.3	0.0	50.0	0.0	0.0	41.7	0.0	50.0	100.0	0.0	60.0	41.9
Exiting Leg Total					13					11					10					5	39
Articulated Trucks	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
% Articulated	0.0	7.1	0.0	0.0	2.6	0.0	27.3	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5
Exiting Leg Total					0					0					1					6	7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	5	0	8	2	5	0	0	7	1	2	0	0	3	0	2	0	0	2	20
4:15 PM	0	2	5	0	7	1	4	0	0	5	0	1	0	0	1	0	1	1	0	2	15
4:30 PM	0	1	2	0	3	2	2	0	0	4	0	2	1	0	3	0	1	0	0	1	11
4:45 PM	0	0	2	0	2	1	3	1	0	5	0	1	0	0	1	0	1	1	0	2	10
Total Volume	0	6	14	0	20	6	14	1	0	21	1	6	1	0	8	0	5	2	0	7	56
% Approach Total	0.0	30.0	70.0	0.0		28.6	66.7	4.8	0.0		12.5	75.0	12.5	0.0		0.0	71.4	28.6	0.0		
PHF	0.000	0.500	0.700	0.000	0.625	0.750	0.700	0.250	0.000	0.750	0.250	0.750	0.250	0.000	0.667	0.000	0.625	0.500	0.000	0.875	0.700
Buses	0	1	9	0	10	1	7	1	0	9	1	3	1	0	5	0	3	0	0	3	27
Buses %	0.0	16.7	64.3	0.0	50.0	16.7	50.0	100.0	0.0	42.9	100.0	50.0	100.0	0.0	62.5	0.0	60.0	0.0	0.0	42.9	48.2
Single-Unit Trucks	0	4	5	0	9	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	24
Single-Unit %	0.0	66.7	35.7	0.0	45.0	83.3	21.4	0.0	0.0	38.1	0.0	50.0	0.0	0.0	37.5	0.0	40.0	100.0	0.0	57.1	42.9
Articulated Trucks	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Articulated %	0.0	16.7	0.0	0.0	5.0	0.0	28.6	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9
Buses	0	1	9	0	10	1	7	1	0	9	1	3	1	0	5	0	3	0	0	3	27
Single-Unit Trucks	0	4	5	0	9	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	24
Articulated Trucks	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total Entering Leg	0	6	14	0	20	6	14	1	0	21	1	6	1	0	8	0	5	2	0	7	56
Buses					4					13					2					8	27
Single-Unit Trucks					10					7					4					3	24
Articulated Trucks					0					0					1					4	5
Total Exiting Leg					14					20					7					15	56

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	98	51	0	156	80	76	4	0	160	3	56	8	0	67	26	73	12	0	111	494
4:15 PM	5	95	52	0	152	58	79	11	0	148	7	61	8	0	76	16	89	10	0	115	491
4:30 PM	9	85	55	0	149	76	80	7	0	163	4	74	5	0	83	23	102	16	0	141	536
4:45 PM	3	106	68	0	177	60	67	5	0	132	4	58	8	0	70	13	83	7	0	103	482
Total	24	384	226	0	634	274	302	27	0	603	18	249	29	0	296	78	347	45	0	470	2003
5:00 PM	4	78	58	0	140	70	60	6	0	136	5	73	7	0	85	7	73	14	0	94	455
5:15 PM	6	102	52	0	160	48	66	7	0	121	11	67	7	0	85	14	94	8	0	116	482
5:30 PM	6	90	56	0	152	55	65	8	0	128	5	69	6	0	80	25	80	13	0	118	478
5:45 PM	4	84	44	0	132	35	78	3	0	116	2	67	8	0	77	13	91	3	0	107	432
Total	20	354	210	0	584	208	269	24	0	501	23	276	28	0	327	59	338	38	0	435	1847
Grand Total	44	738	436	0	1218	482	571	51	0	1104	41	525	57	0	623	137	685	83	0	905	3850
Approach %	3.6	60.6	35.8	0.0		43.7	51.7	4.6	0.0		6.6	84.3	9.1	0.0		15.1	75.7	9.2	0.0		
Total %	1.1	19.2	11.3	0.0	31.6	12.5	14.8	1.3	0.0	28.7	1.1	13.6	1.5	0.0	16.2	3.6	17.8	2.2	0.0	23.5	
Exiting Leg Total					1090					1162					926					672	3850

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	98	51	0	156	80	76	4	0	160	3	56	8	0	67	26	73	12	0	111	494
4:15 PM	5	95	52	0	152	58	79	11	0	148	7	61	8	0	76	16	89	10	0	115	491
4:30 PM	9	85	55	0	149	76	80	7	0	163	4	74	5	0	83	23	102	16	0	141	536
4:45 PM	3	106	68	0	177	60	67	5	0	132	4	58	8	0	70	13	83	7	0	103	482
Total Volume	24	384	226	0	634	274	302	27	0	603	18	249	29	0	296	78	347	45	0	470	2003
% Approach Total	3.8	60.6	35.6	0.0		45.4	50.1	4.5	0.0		6.1	84.1	9.8	0.0		16.6	73.8	9.6	0.0		
PHF	0.667	0.906	0.831	0.000	0.895	0.856	0.944	0.614	0.000	0.925	0.643	0.841	0.906	0.000	0.892	0.750	0.850	0.703	0.000	0.833	0.934
Entering Leg	24	384	226	0	634	274	302	27	0	603	18	249	29	0	296	78	347	45	0	470	2003
Exiting Leg					568					591					489					355	2003
Total					1202					1194					785					825	4006

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	7	10	0	17	6	6	0	0	12	0	2	0	0	2	3	7	1	0	11	42
4:15 PM	0	7	7	0	14	3	10	0	0	13	2	5	1	0	8	3	8	1	0	12	47
4:30 PM	1	13	2	0	16	7	10	0	0	17	2	8	3	0	13	0	7	1	0	8	54
4:45 PM	1	9	4	0	14	6	1	1	0	8	0	6	0	0	6	1	7	2	0	10	38
Total	2	36	23	0	61	22	27	1	0	50	4	21	4	0	29	7	29	5	0	41	181
5:00 PM	2	14	4	0	20	3	3	2	0	8	3	6	1	0	10	1	15	0	0	16	54
5:15 PM	0	8	3	0	11	3	6	0	0	9	1	5	0	0	6	0	9	0	0	9	35
5:30 PM	0	19	6	0	25	5	6	0	0	11	0	8	1	0	9	3	7	0	0	10	55
5:45 PM	2	7	6	0	15	5	6	0	0	11	1	2	1	0	4	1	10	1	0	12	42
Total	4	48	19	0	71	16	21	2	0	39	5	21	3	0	29	5	41	1	0	47	186
Grand Total	6	84	42	0	132	38	48	3	0	89	9	42	7	0	58	12	70	6	0	88	367
Approach %	4.5	63.6	31.8	0.0		42.7	53.9	3.4	0.0		15.5	72.4	12.1	0.0		13.6	79.5	6.8	0.0		
Total %	1.6	22.9	11.4	0.0	36.0	10.4	13.1	0.8	0.0	24.3	2.5	11.4	1.9	0.0	15.8	3.3	19.1	1.6	0.0	24.0	
Exiting Leg Total					86					121					99					61	367

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	7	7	0	14	3	10	0	0	13	2	5	1	0	8	3	8	1	0	12	47
4:30 PM	1	13	2	0	16	7	10	0	0	17	2	8	3	0	13	0	7	1	0	8	54
4:45 PM	1	9	4	0	14	6	1	1	0	8	0	6	0	0	6	1	7	2	0	10	38
5:00 PM	2	14	4	0	20	3	3	2	0	8	3	6	1	0	10	1	15	0	0	16	54
Total Volume	4	43	17	0	64	19	24	3	0	46	7	25	5	0	37	5	37	4	0	46	193
% Approach Total	6.3	67.2	26.6	0.0		41.3	52.2	6.5	0.0		18.9	67.6	13.5	0.0		10.9	80.4	8.7	0.0		
PHF	0.500	0.768	0.607	0.000	0.800	0.679	0.600	0.375	0.000	0.676	0.583	0.781	0.417	0.000	0.712	0.417	0.617	0.500	0.000	0.719	0.894
Entering Leg	4	43	17	0	64	19	24	3	0	46	7	25	5	0	37	5	37	4	0	46	193
Exiting Leg					48					61					51					33	193
Total					112					107					88					79	386

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	3	0	4	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	10
4:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	2	0	2	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	8
4:45 PM	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	0	1	9	0	10	1	7	1	0	9	1	3	1	0	5	0	3	0	0	3	27
5:00 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	2	2	0	4	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	8
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	7
Total	0	2	7	0	9	3	5	0	0	8	0	2	0	0	2	0	1	0	0	1	20
Grand Total	0	3	16	0	19	4	12	1	0	17	1	5	1	0	7	0	4	0	0	4	47
Approach %	0.0	15.8	84.2	0.0		23.5	70.6	5.9	0.0		14.3	71.4	14.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	6.4	34.0	0.0	40.4	8.5	25.5	2.1	0.0	36.2	2.1	10.6	2.1	0.0	14.9	0.0	8.5	0.0	0.0	8.5	
Exiting Leg Total					9					21					4					13	47

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	3	0	4	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	10
4:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	2	0	2	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	8
4:45 PM	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6
Total Volume	0	1	9	0	10	1	7	1	0	9	1	3	1	0	5	0	3	0	0	3	27
% Approach Total	0.0	10.0	90.0	0.0		11.1	77.8	11.1	0.0		20.0	60.0	20.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.750	0.000	0.625	0.250	0.875	0.250	0.000	0.750	0.250	0.375	0.250	0.000	0.417	0.000	0.750	0.000	0.000	0.750	0.675
Entering Leg	0	1	9	0	10	1	7	1	0	9	1	3	1	0	5	0	3	0	0	3	27
Exiting Leg					4					13					2					8	27
Total					14					22					7					11	54

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	2	0	4	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	8
4:15 PM	0	1	3	0	4	1	2	0	0	3	0	1	0	0	1	0	1	1	0	2	10
4:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	3
Total	0	4	5	0	9	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	24
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
5:30 PM	1	2	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	6	2	0	9	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	15
Grand Total	1	10	7	0	18	6	4	0	0	10	0	5	0	0	5	0	4	2	0	6	39
Approach %	5.6	55.6	38.9	0.0		60.0	40.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	2.6	25.6	17.9	0.0	46.2	15.4	10.3	0.0	0.0	25.6	0.0	12.8	0.0	0.0	12.8	0.0	10.3	5.1	0.0	15.4	
Exiting Leg Total					13					11					10					5	39

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street from North					Court Street from East					Monticello Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	2	0	4	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	8
4:15 PM	0	1	3	0	4	1	2	0	0	3	0	1	0	0	1	0	1	1	0	2	10
4:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	3
Total Volume	0	4	5	0	9	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	24
% Approach Total	0.0	44.4	55.6	0.0		62.5	37.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.500	0.417	0.000	0.563	0.625	0.375	0.000	0.000	0.667	0.000	0.750	0.000	0.000	0.750	0.000	0.500	0.500	0.000	0.500	0.600
Entering Leg	0	4	5	0	9	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	24
Exiting Leg					10					7					4					3	24
Total					19					15					7					7	48

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	14.3	0.0	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					1					6	7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street					Court Street					Monticello Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg					0					0					1					4	5
Total					1					4					1					4	10

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	1	0	0	0	5	6	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8
Approach %	0.0	16.7	0.0	0.0	0.0	83.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	12.5	0.0	0.0	0.0	62.5	75.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							6							1							1							0	8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	1	0	0	0	5	6	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8
% Approach Total	0.0	16.7	0.0	0.0	0.0	83.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.300	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	0	0	0	5	6	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8
Exiting Leg							6							1							1							0	8
Total							12							2							2							0	16

PDI File #: **186458-10**
Location: **N: North Monticello Street S: Monticello Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	1	0	1	9
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	2	3	5	10
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	1	0	1	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	4	4	0	0	0	0	1	2	3	11
Total	0	0	0	0	1	3	4	0	0	0	0	5	6	11	0	0	0	0	4	8	12	0	0	0	0	5	5	10	37
5:00 PM	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	2	3	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	0	1	1	5
5:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	2	6
Total	0	0	0	0	8	0	8	0	0	0	0	0	2	2	0	0	0	0	2	6	8	0	0	0	0	1	5	6	24
Grand Total	0	0	0	0	9	3	12	0	0	0	0	5	8	13	0	0	0	0	6	14	20	0	0	0	0	6	10	16	61
Approach %	0	0	0	0	75	25		0	0	0	0	38.5	61.5		0	0	0	0	30	70		0	0	0	0	37.5	62.5		
Total %	0	0	0	0	14.8	4.92	19.7	0	0	0	0	8.2	13.1	21.3	0	0	0	0	9.84	23	32.8	0	0	0	0	9.84	16.4	26.2	
Exiting Leg Total							12							13							20							16	61

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	North Monticello Street							Court Street							Monticello Street							Court Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	1	0	1	9
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	2	3	5	10
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	1	0	1	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	4	4	0	0	0	0	1	2	3	11
Total Volume	0	0	0	0	1	3	4	0	0	0	0	5	6	11	0	0	0	0	4	8	12	0	0	0	0	5	5	10	37
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	45.5	54.5		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.750	0.500	0.000	0.000	0.000	0.000	0.417	0.750	0.688	0.000	0.000	0.000	0.000	0.500	0.500	0.600	0.000	0.000	0.000	0.000	0.625	0.417	0.500	0.841
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	5	6	11	0	0	0	0	4	8	12	0	0	0	0	5	5	10	37
Exiting Leg							4							11							12							10	37
Total							8							22							24							20	74

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	75	0	0	76	0	0	0	0	0	0	74	4	0	78	1	0	3	0	4	158
7:15 AM	3	81	0	0	84	1	0	0	0	1	0	101	11	1	113	2	0	3	0	5	203
7:30 AM	4	96	0	0	100	0	0	0	0	0	0	92	7	0	99	5	0	1	0	6	205
7:45 AM	3	111	0	0	114	0	0	0	0	0	1	102	8	0	111	8	0	3	0	11	236
Total	11	363	0	0	374	1	0	0	0	1	1	369	30	1	401	16	0	10	0	26	802
8:00 AM	1	112	2	0	115	0	0	0	0	0	1	71	6	0	78	5	0	0	0	5	198
8:15 AM	3	81	0	0	84	0	0	0	0	0	0	86	7	0	93	4	0	2	0	6	183
8:30 AM	1	103	0	0	104	0	0	0	0	0	0	87	4	0	91	1	0	0	0	1	196
8:45 AM	1	118	1	0	120	0	0	0	0	0	0	77	1	0	78	5	0	1	0	6	204
Total	6	414	3	0	423	0	0	0	0	0	1	321	18	0	340	15	0	3	0	18	781
Grand Total	17	777	3	0	797	1	0	0	0	1	2	690	48	1	741	31	0	13	0	44	1583
Approach %	2.1	97.5	0.4	0.0		100.0	0.0	0.0	0.0		0.3	93.1	6.5	0.1		70.5	0.0	29.5	0.0		
Total %	1.1	49.1	0.2	0.0	50.3	0.1	0.0	0.0	0.0	0.1	0.1	43.6	3.0	0.1	46.8	2.0	0.0	0.8	0.0	2.8	
Exiting Leg Total					704					5					809					65	1583
Cars	17	731	3	0	751	0	0	0	0	0	1	650	47	1	699	31	0	13	0	44	1494
% Cars	100.0	94.1	100.0	0.0	94.2	0.0	0.0	0.0	0.0	0.0	50.0	94.2	97.9	100.0	94.3	100.0	0.0	100.0	0.0	100.0	94.4
Exiting Leg Total					663					4					763					64	1494
Heavy Vehicles	0	46	0	0	46	1	0	0	0	1	1	40	1	0	42	0	0	0	0	0	89
% Heavy Vehicles	0.0	5.9	0.0	0.0	5.8	100.0	0.0	0.0	0.0	100.0	50.0	5.8	2.1	0.0	5.7	0.0	0.0	0.0	0.0	0.0	5.6
Exiting Leg Total					41					1					46					1	89

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	3	81	0	0	84	1	0	0	0	1	0	101	11	1	113	2	0	3	0	5	203
7:30 AM	4	96	0	0	100	0	0	0	0	0	0	92	7	0	99	5	0	1	0	6	205
7:45 AM	3	111	0	0	114	0	0	0	0	0	1	102	8	0	111	8	0	3	0	11	236
8:00 AM	1	112	2	0	115	0	0	0	0	0	1	71	6	0	78	5	0	0	0	5	198
Total Volume	11	400	2	0	413	1	0	0	0	1	2	366	32	1	401	20	0	7	0	27	842
% Approach Total	2.7	96.9	0.5	0.0		100.0	0.0	0.0	0.0		0.5	91.3	8.0	0.2		74.1	0.0	25.9	0.0		
PHF	0.688	0.893	0.250	0.000	0.898	0.250	0.000	0.000	0.000	0.250	0.500	0.897	0.727	0.250	0.887	0.625	0.000	0.583	0.000	0.614	0.892
Cars	11	374	2	0	387	0	0	0	0	0	1	347	31	1	380	20	0	7	0	27	794
Cars %	100.0	93.5	100.0	0.0	93.7	0.0	0.0	0.0	0.0	0.0	50.0	94.8	96.9	100.0	94.8	100.0	0.0	100.0	0.0	100.0	94.3
Heavy Vehicles	0	26	0	0	26	1	0	0	0	1	1	19	1	0	21	0	0	0	0	0	48
Heavy Vehicles %	0.0	6.5	0.0	0.0	6.3	100.0	0.0	0.0	0.0	100.0	50.0	5.2	3.1	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.7
Cars Enter Leg	11	374	2	0	387	0	0	0	0	0	1	347	31	1	380	20	0	7	0	27	794
Heavy Enter Leg	0	26	0	0	26	1	0	0	0	1	1	19	1	0	21	0	0	0	0	0	48
Total Entering Leg	11	400	2	0	413	1	0	0	0	1	2	366	32	1	401	20	0	7	0	27	842
Cars Exiting Leg					354					3					395					42	794
Heavy Exiting Leg					20					1					26					1	48
Total Exiting Leg					374					4					421					43	842

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	74	0	0	75	0	0	0	0	0	0	72	4	0	76	1	0	3	0	4	155
7:15 AM	3	76	0	0	79	0	0	0	0	0	0	98	11	1	110	2	0	3	0	5	194
7:30 AM	4	87	0	0	91	0	0	0	0	0	0	87	7	0	94	5	0	1	0	6	191
7:45 AM	3	106	0	0	109	0	0	0	0	0	0	95	7	0	102	8	0	3	0	11	222
Total	11	343	0	0	354	0	0	0	0	0	0	352	29	1	382	16	0	10	0	26	762
8:00 AM	1	105	2	0	108	0	0	0	0	0	1	67	6	0	74	5	0	0	0	5	187
8:15 AM	3	75	0	0	78	0	0	0	0	0	0	80	7	0	87	4	0	2	0	6	171
8:30 AM	1	98	0	0	99	0	0	0	0	0	0	81	4	0	85	1	0	0	0	1	185
8:45 AM	1	110	1	0	112	0	0	0	0	0	0	70	1	0	71	5	0	1	0	6	189
Total	6	388	3	0	397	0	0	0	0	0	1	298	18	0	317	15	0	3	0	18	732
Grand Total	17	731	3	0	751	0	0	0	0	0	1	650	47	1	699	31	0	13	0	44	1494
Approach %	2.3	97.3	0.4	0.0		0.0	0.0	0.0	0.0		0.1	93.0	6.7	0.1		70.5	0.0	29.5	0.0		
Total %	1.1	48.9	0.2	0.0	50.3	0.0	0.0	0.0	0.0	0.0	0.1	43.5	3.1	0.1	46.8	2.1	0.0	0.9	0.0	2.9	
Exiting Leg Total					663					4					763					64	1494

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	3	76	0	0	79	0	0	0	0	0	0	98	11	1	110	2	0	3	0	5	194
7:30 AM	4	87	0	0	91	0	0	0	0	0	0	87	7	0	94	5	0	1	0	6	191
7:45 AM	3	106	0	0	109	0	0	0	0	0	0	95	7	0	102	8	0	3	0	11	222
8:00 AM	1	105	2	0	108	0	0	0	0	0	1	67	6	0	74	5	0	0	0	5	187
Total Volume	11	374	2	0	387	0	0	0	0	0	1	347	31	1	380	20	0	7	0	27	794
% Approach Total	2.8	96.6	0.5	0.0		0.0	0.0	0.0	0.0		0.3	91.3	8.2	0.3		74.1	0.0	25.9	0.0		
PHF	0.688	0.882	0.250	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.250	0.885	0.705	0.250	0.864	0.625	0.000	0.583	0.000	0.614	0.894
Entering Leg	11	374	2	0	387	0	0	0	0	0	1	347	31	1	380	20	0	7	0	27	794
Exiting Leg					354					3					395					42	794
Total					741					3					775					69	1588

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
7:30 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
7:45 AM	0	5	0	0	5	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	14
Total	0	20	0	0	20	1	0	0	0	1	1	17	1	0	19	0	0	0	0	0	40
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
8:45 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total	0	26	0	0	26	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	49
Grand Total	0	46	0	0	46	1	0	0	0	1	1	40	1	0	42	0	0	0	0	0	89
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		2.4	95.2	2.4	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	51.7	0.0	0.0	51.7	1.1	0.0	0.0	0.0	1.1	1.1	44.9	1.1	0.0	47.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					41					1					46					1	89
Buses	0	18	0	0	18	1	0	0	0	1	1	13	1	0	15	0	0	0	0	0	34
% Buses	0.0	39.1	0.0	0.0	39.1	100.0	0.0	0.0	0.0	100.0	100.0	32.5	100.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	38.2
Exiting Leg Total					14					1					18					1	34
Single-Unit Trucks	0	25	0	0	25	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	47
% Single-Unit	0.0	54.3	0.0	0.0	54.3	0.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	52.8
Exiting Leg Total					22					0					25					0	47
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
% Articulated	0.0	6.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	9.0
Exiting Leg Total					5					0					3					0	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
7:45 AM	0	5	0	0	5	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	14
8:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Total Volume	0	27	0	0	27	0	0	0	0	0	1	22	1	0	24	0	0	0	0	0	51
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		4.2	91.7	4.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.786	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.911
Buses	0	10	0	0	10	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	19
Buses %	0.0	37.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	100.0	31.8	100.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	37.3
Single-Unit Trucks	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	26
Single-Unit %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0	0.0	51.0
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Articulated %	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	11.8
Buses	0	10	0	0	10	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	19
Single-Unit Trucks	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	26
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total Entering Leg	0	27	0	0	27	0	0	0	0	0	1	22	1	0	24	0	0	0	0	0	51
Buses					7					1					10					1	19
Single-Unit Trucks					11					0					15					0	26
Articulated Trucks					4					0					2					0	6
Total Exiting Leg					22					1					27					1	51

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	64	0	0	65	0	0	0	0	0	0	64	4	0	68	1	0	3	0	4	137
7:15 AM	3	65	0	0	68	0	0	0	0	0	0	93	11	1	105	1	0	3	0	4	177
7:30 AM	4	79	0	0	83	0	0	0	0	0	0	79	7	0	86	5	0	1	0	6	175
7:45 AM	3	98	0	0	101	0	0	0	0	0	0	87	6	0	93	8	0	3	0	11	205
Total	11	306	0	0	317	0	0	0	0	0	0	323	28	1	352	15	0	10	0	25	694
8:00 AM	1	99	1	0	101	0	0	0	0	0	1	60	5	0	66	5	0	0	0	5	172
8:15 AM	3	65	0	0	68	0	0	0	0	0	0	70	6	0	76	4	0	2	0	6	150
8:30 AM	1	83	0	0	84	0	0	0	0	0	0	74	4	0	78	1	0	0	0	1	163
8:45 AM	1	98	1	0	100	0	0	0	0	0	0	58	1	0	59	3	0	1	0	4	163
Total	6	345	2	0	353	0	0	0	0	0	1	262	16	0	279	13	0	3	0	16	648
Grand Total	17	651	2	0	670	0	0	0	0	0	1	585	44	1	631	28	0	13	0	41	1342
Approach %	2.5	97.2	0.3	0.0		0.0	0.0	0.0	0.0		0.2	92.7	7.0	0.2		68.3	0.0	31.7	0.0		
Total %	1.3	48.5	0.1	0.0	49.9	0.0	0.0	0.0	0.0	0.0	0.1	43.6	3.3	0.1	47.0	2.1	0.0	1.0	0.0	3.1	
Exiting Leg Total					598					3					680					61	1342

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	3	65	0	0	68	0	0	0	0	0	0	93	11	1	105	1	0	3	0	4	177
7:30 AM	4	79	0	0	83	0	0	0	0	0	0	79	7	0	86	5	0	1	0	6	175
7:45 AM	3	98	0	0	101	0	0	0	0	0	0	87	6	0	93	8	0	3	0	11	205
8:00 AM	1	99	1	0	101	0	0	0	0	0	1	60	5	0	66	5	0	0	0	5	172
Total Volume	11	341	1	0	353	0	0	0	0	0	1	319	29	1	350	19	0	7	0	26	729
% Approach Total	3.1	96.6	0.3	0.0		0.0	0.0	0.0	0.0		0.3	91.1	8.3	0.3		73.1	0.0	26.9	0.0		
PHF	0.688	0.861	0.250	0.000	0.874	0.000	0.000	0.000	0.000	0.000	0.250	0.858	0.659	0.250	0.833	0.594	0.000	0.583	0.000	0.591	0.889
Entering Leg	11	341	1	0	353	0	0	0	0	0	1	319	29	1	350	19	0	7	0	26	729
Exiting Leg					326					2					361					40	729
Total					679					2					711					66	1458

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
7:15 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	16
7:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
7:45 AM	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Total	0	36	0	0	36	0	0	0	0	0	0	28	1	0	29	1	0	0	0	1	66
8:00 AM	0	6	1	0	7	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	15
8:15 AM	0	10	0	0	10	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	21
8:30 AM	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	22
8:45 AM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	26
Total	0	43	1	0	44	0	0	0	0	0	0	36	2	0	38	2	0	0	0	2	84
Grand Total	0	79	1	0	80	0	0	0	0	0	0	64	3	0	67	3	0	0	0	3	150
Approach %	0.0	98.8	1.3	0.0		0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	52.7	0.7	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	42.7	2.0	0.0	44.7	2.0	0.0	0.0	0.0	2.0	
Exiting Leg Total					64					1					82					3	150

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	6	1	0	7	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	15
8:15 AM	0	10	0	0	10	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	21
8:30 AM	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	22
8:45 AM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	26
Total Volume	0	43	1	0	44	0	0	0	0	0	0	36	2	0	38	2	0	0	0	2	84
% Approach Total	0.0	97.7	2.3	0.0		0.0	0.0	0.0	0.0		0.0	94.7	5.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.717	0.250	0.000	0.733	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.792	0.250	0.000	0.000	0.000	0.250	0.808
Entering Leg	0	43	1	0	44	0	0	0	0	0	0	36	2	0	38	2	0	0	0	2	84
Exiting Leg					36					1					45					2	84
Total					80					1					83					4	168

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
7:45 AM	0	2	0	0	2	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	7
Total	0	11	0	0	11	1	0	0	0	1	1	6	1	0	8	0	0	0	0	0	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
Grand Total	0	18	0	0	18	1	0	0	0	1	1	13	1	0	15	0	0	0	0	0	34
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		6.7	86.7	6.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	52.9	0.0	0.0	52.9	2.9	0.0	0.0	0.0	2.9	2.9	38.2	2.9	0.0	44.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					14					1					18					1	34

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
7:45 AM	0	2	0	0	2	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	11	0	0	11	1	0	0	0	1	1	8	1	0	10	0	0	0	0	0	22
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		10.0	80.0	10.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.458	0.000	0.000	0.458	0.250	0.000	0.000	0.000	0.250	0.250	0.667	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.786
Entering Leg	0	11	0	0	11	1	0	0	0	1	1	8	1	0	10	0	0	0	0	0	22
Exiting Leg					9					1					11					1	22
Total					20					2					21					1	44

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
Grand Total	0	25	0	0	25	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	47
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	53.2	0.0	0.0	53.2	0.0	0.0	0.0	0.0	0.0	0.0	46.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					22					0					25					0	47

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.906
Entering Leg	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
Exiting Leg					13					0					16					0	29
Total					29					0					29					0	58

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Grand Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					3					0	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Exiting Leg					4					0					3					0	7
Total					7					0					7					0	14

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total							1							0							0							1	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Exiting Leg							1							0							0							0	1
Total							1							0							1							0	2

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	1	2	3	7
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	6
Total	0	0	0	0	2	1	3	0	0	0	0	3	4	7	0	0	0	0	0	1	1	0	0	0	0	3	5	8	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
8:15 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	1	2	3	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	7	4	11	22
Grand Total	0	0	0	0	3	3	6	0	0	0	0	9	6	15	0	0	0	0	0	1	1	0	0	0	0	10	9	19	41
Approach %	0	0	0	0	50	50		0	0	0	0	60	40		0	0	0	0	0	100		0	0	0	0	52.6	47.4		
Total %	0	0	0	0	7.32	7.32	14.6	0	0	0	0	22	14.6	36.6	0	0	0	0	0	2.44	2.44	0	0	0	0	24.4	22	46.3	
Exiting Leg Total							6							15							1							19	41

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
8:15 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	1	2	3	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	7	4	11	22
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	63.6	36.4		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.300	0.500	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.333	0.458	0.688
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	7	4	11	22
Exiting Leg							3							8							0							11	22
Total							6							16							0							22	44

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	123	0	0	123	1	0	0	0	1	0	71	2	0	73	12	0	2	0	14	211
4:15 PM	1	139	0	0	140	0	0	0	0	0	0	89	2	0	91	10	0	4	0	14	245
4:30 PM	0	128	1	0	129	1	0	1	0	2	0	101	4	0	105	16	0	1	0	17	253
4:45 PM	0	133	0	0	133	0	0	0	0	0	0	75	0	0	75	15	0	4	0	19	227
Total	1	523	1	0	525	2	0	1	0	3	0	336	8	0	344	53	0	11	0	64	936
5:00 PM	2	108	0	0	110	2	0	0	0	2	1	85	4	0	90	18	0	4	0	22	224
5:15 PM	1	120	0	1	122	1	0	0	0	1	0	93	5	0	98	16	0	2	0	18	239
5:30 PM	3	140	0	0	143	0	0	0	0	0	0	87	2	0	89	11	0	4	0	15	247
5:45 PM	0	109	0	0	109	0	0	0	0	0	0	85	4	0	89	8	0	5	0	13	211
Total	6	477	0	1	484	3	0	0	0	3	1	350	15	0	366	53	0	15	0	68	921
Grand Total	7	1000	1	1	1009	5	0	1	0	6	1	686	23	0	710	106	0	26	0	132	1857
Approach %	0.7	99.1	0.1	0.1		83.3	0.0	16.7	0.0		0.1	96.6	3.2	0.0		80.3	0.0	19.7	0.0		
Total %	0.4	53.9	0.1	0.1	54.3	0.3	0.0	0.1	0.0	0.3	0.1	36.9	1.2	0.0	38.2	5.7	0.0	1.4	0.0	7.1	
Exiting Leg Total					718					2					1107					30	1857
Cars	7	985	1	1	994	5	0	1	0	6	1	675	23	0	699	106	0	26	0	132	1831
% Cars	100.0	98.5	100.0	100.0	98.5	100.0	0.0	100.0	0.0	100.0	100.0	98.4	100.0	0.0	98.5	100.0	0.0	100.0	0.0	100.0	98.6
Exiting Leg Total					707					2					1092					30	1831
Heavy Vehicles	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	26
% Heavy Vehicles	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4
Exiting Leg Total					11					0					15					0	26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	139	0	0	140	0	0	0	0	0	0	89	2	0	91	10	0	4	0	14	245
4:30 PM	0	128	1	0	129	1	0	1	0	2	0	101	4	0	105	16	0	1	0	17	253
4:45 PM	0	133	0	0	133	0	0	0	0	0	0	75	0	0	75	15	0	4	0	19	227
5:00 PM	2	108	0	0	110	2	0	0	0	2	1	85	4	0	90	18	0	4	0	22	224
Total Volume	3	508	1	0	512	3	0	1	0	4	1	350	10	0	361	59	0	13	0	72	949
% Approach Total	0.6	99.2	0.2	0.0		75.0	0.0	25.0	0.0		0.3	97.0	2.8	0.0		81.9	0.0	18.1	0.0		
PHF	0.375	0.914	0.250	0.000	0.914	0.375	0.000	0.250	0.000	0.500	0.250	0.866	0.625	0.000	0.860	0.819	0.000	0.813	0.000	0.818	0.938
Cars	3	500	1	0	504	3	0	1	0	4	1	345	10	0	356	59	0	13	0	72	936
Cars %	100.0	98.4	100.0	0.0	98.4	100.0	0.0	100.0	0.0	100.0	100.0	98.6	100.0	0.0	98.6	100.0	0.0	100.0	0.0	100.0	98.6
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
Heavy Vehicles %	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4
Cars Enter Leg	3	500	1	0	504	3	0	1	0	4	1	345	10	0	356	59	0	13	0	72	936
Heavy Enter Leg	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
Total Entering Leg	3	508	1	0	512	3	0	1	0	4	1	350	10	0	361	59	0	13	0	72	949
Cars Exiting Leg					361					2					560					13	936
Heavy Exiting Leg					5					0					8					0	13
Total Exiting Leg					366					2					568					13	949

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	120	0	0	120	1	0	0	0	1	0	68	2	0	70	12	0	2	0	14	205
4:15 PM	1	137	0	0	138	0	0	0	0	0	0	88	2	0	90	10	0	4	0	14	242
4:30 PM	0	127	1	0	128	1	0	1	0	2	0	98	4	0	102	16	0	1	0	17	249
4:45 PM	0	132	0	0	132	0	0	0	0	0	0	75	0	0	75	15	0	4	0	19	226
Total	1	516	1	0	518	2	0	1	0	3	0	329	8	0	337	53	0	11	0	64	922
5:00 PM	2	104	0	0	106	2	0	0	0	2	1	84	4	0	89	18	0	4	0	22	219
5:15 PM	1	119	0	1	121	1	0	0	0	1	0	91	5	0	96	16	0	2	0	18	236
5:30 PM	3	137	0	0	140	0	0	0	0	0	0	86	2	0	88	11	0	4	0	15	243
5:45 PM	0	109	0	0	109	0	0	0	0	0	0	85	4	0	89	8	0	5	0	13	211
Total	6	469	0	1	476	3	0	0	0	3	1	346	15	0	362	53	0	15	0	68	909
Grand Total	7	985	1	1	994	5	0	1	0	6	1	675	23	0	699	106	0	26	0	132	1831
Approach %	0.7	99.1	0.1	0.1		83.3	0.0	16.7	0.0		0.1	96.6	3.3	0.0		80.3	0.0	19.7	0.0		
Total %	0.4	53.8	0.1	0.1	54.3	0.3	0.0	0.1	0.0	0.3	0.1	36.9	1.3	0.0	38.2	5.8	0.0	1.4	0.0	7.2	
Exiting Leg Total					707					2					1092					30	1831

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	137	0	0	138	0	0	0	0	0	0	88	2	0	90	10	0	4	0	14	242
4:30 PM	0	127	1	0	128	1	0	1	0	2	0	98	4	0	102	16	0	1	0	17	249
4:45 PM	0	132	0	0	132	0	0	0	0	0	0	75	0	0	75	15	0	4	0	19	226
5:00 PM	2	104	0	0	106	2	0	0	0	2	1	84	4	0	89	18	0	4	0	22	219
Total Volume	3	500	1	0	504	3	0	1	0	4	1	345	10	0	356	59	0	13	0	72	936
% Approach Total	0.6	99.2	0.2	0.0		75.0	0.0	25.0	0.0		0.3	96.9	2.8	0.0		81.9	0.0	18.1	0.0		
PHF	0.375	0.912	0.250	0.000	0.913	0.375	0.000	0.250	0.000	0.500	0.250	0.880	0.625	0.000	0.873	0.819	0.000	0.813	0.000	0.818	0.940
Entering Leg	3	500	1	0	504	3	0	1	0	4	1	345	10	0	356	59	0	13	0	72	936
Exiting Leg					361					2					560					13	936
Total					865					6					916					85	1872

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Grand Total	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	26
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.7	0.0	0.0	57.7	0.0	0.0	0.0	0.0	0.0	0.0	42.3	0.0	0.0	42.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					11					0					15					0	26
Buses	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
% Buses	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	42.3
Exiting Leg Total					7					0					4					0	11
Single-Unit Trucks	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
% Single-Unit	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	53.8
Exiting Leg Total					4					0					10					0	14
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.583
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Buses %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	50.0
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Single-Unit %	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	42.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
Buses					5					0					2					0	7
Single-Unit Trucks					2					0					4					0	6
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					7					0					7					0	14

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	109	0	0	109	1	0	0	0	1	0	66	2	0	68	12	0	2	0	14	192
4:15 PM	1	121	0	0	122	0	0	0	0	0	0	77	2	0	79	9	0	4	0	13	214
4:30 PM	0	110	1	0	111	1	0	1	0	2	0	85	4	0	89	15	0	1	0	16	218
4:45 PM	0	118	0	0	118	0	0	0	0	0	0	65	0	0	65	14	0	4	0	18	201
Total	1	458	1	0	460	2	0	1	0	3	0	293	8	0	301	50	0	11	0	61	825
5:00 PM	1	87	0	0	88	2	0	0	0	2	1	77	4	0	82	16	0	4	0	20	192
5:15 PM	1	110	0	1	112	1	0	0	0	1	0	86	5	0	91	15	0	2	0	17	221
5:30 PM	3	116	0	0	119	0	0	0	0	0	0	77	2	0	79	10	0	4	0	14	212
5:45 PM	0	97	0	0	97	0	0	0	0	0	0	81	4	0	85	8	0	5	0	13	195
Total	5	410	0	1	416	3	0	0	0	3	1	321	15	0	337	49	0	15	0	64	820
Grand Total	6	868	1	1	876	5	0	1	0	6	1	614	23	0	638	99	0	26	0	125	1645
Approach %	0.7	99.1	0.1	0.1		83.3	0.0	16.7	0.0		0.2	96.2	3.6	0.0		79.2	0.0	20.8	0.0		
Total %	0.4	52.8	0.1	0.1	53.3	0.3	0.0	0.1	0.0	0.4	0.1	37.3	1.4	0.0	38.8	6.0	0.0	1.6	0.0	7.6	
Exiting Leg Total					646					2					968					29	1645

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	110	1	0	111	1	0	1	0	2	0	85	4	0	89	15	0	1	0	16	218
4:45 PM	0	118	0	0	118	0	0	0	0	0	0	65	0	0	65	14	0	4	0	18	201
5:00 PM	1	87	0	0	88	2	0	0	0	2	1	77	4	0	82	16	0	4	0	20	192
5:15 PM	1	110	0	1	112	1	0	0	0	1	0	86	5	0	91	15	0	2	0	17	221
Total Volume	2	425	1	1	429	4	0	1	0	5	1	313	13	0	327	60	0	11	0	71	832
% Approach Total	0.5	99.1	0.2	0.2		80.0	0.0	20.0	0.0		0.3	95.7	4.0	0.0		84.5	0.0	15.5	0.0		
PHF	0.500	0.900	0.250	0.250	0.909	0.500	0.000	0.250	0.000	0.625	0.250	0.910	0.650	0.000	0.898	0.938	0.000	0.688	0.000	0.888	0.941
Entering Leg	2	425	1	1	429	4	0	1	0	5	1	313	13	0	327	60	0	11	0	71	832
Exiting Leg					329					2					486					15	832
Total					758					7					813					86	1664

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13
4:15 PM	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	26
4:30 PM	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	30
4:45 PM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	25
Total	0	57	0	0	57	0	0	0	0	0	0	34	0	0	34	3	0	0	0	3	94
5:00 PM	1	17	0	0	18	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	27
5:15 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	15
5:30 PM	0	21	0	0	21	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	30
5:45 PM	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	16
Total	1	59	0	0	60	0	0	0	0	0	0	24	0	0	24	4	0	0	0	4	88
Grand Total	1	116	0	0	117	0	0	0	0	0	0	58	0	0	58	7	0	0	0	7	182
Approach %	0.9	99.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.5	63.7	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	31.9	0.0	0.0	31.9	3.8	0.0	0.0	0.0	3.8	
Exiting Leg Total					58					0					123					1	182

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	26
4:30 PM	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	30
4:45 PM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	25
5:00 PM	1	17	0	0	18	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	27
Total Volume	1	63	0	0	64	0	0	0	0	0	0	39	0	0	39	5	0	0	0	5	108
% Approach Total	1.6	98.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.926	0.000	0.000	0.889	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.625	0.000	0.000	0.000	0.625	0.900
Entering Leg	1	63	0	0	64	0	0	0	0	0	0	39	0	0	39	5	0	0	0	5	108
Exiting Leg					39					0					68					1	108
Total					103					0					107					6	216

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	36.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					7					0					4					0	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Exiting Leg					5					0					2					0	7
Total					7					0					7					0	14

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Grand Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0					10					0	14

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Exiting Leg					2					0					6					0	8
Total					8					0					8					0	16

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Driveway from East					Monticello Street from South					Petronelli Way from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					1					0	1
Total					1					0					1					0	2

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							1							3							0	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Exiting Leg							1							1							2							0	4
Total							3							2							3							0	8

PDI File #: **186458-11**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Driveway W: Petronelli Way**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	2	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	4	5	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	5	6	11	15
5:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	1	1	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	0	3	3	0	0	0	0	1	5	6	15
Grand Total	0	0	0	0	2	3	5	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	6	11	17	30
Approach %	0	0	0	0	40	60		0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	35.3	64.7		
Total %	0	0	0	0	6.67	10	16.7	0	0	0	0	0	13.3	13.3	0	0	0	0	0	13.3	13.3	0	0	0	0	20	36.7	56.7	
Exiting Leg Total							5							4							4							17	30

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North							Driveway from East							Monticello Street from South							Petronelli Way from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	4	5	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
5:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	1	1	8
Total Volume	0	0	0	0	2	2	4	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	3	7	10	18
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	30.0	70.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.750	0.438	0.500	0.563
Entering Leg	0	0	0	0	2	2	4	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	3	7	10	18
Exiting Leg							4							3							1							10	18
Total							8							6							2							20	36

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	52	12	0	69	3	37	17	0	57	8	56	1	0	65	1	49	6	0	56	247
7:15 AM	4	71	5	0	80	15	63	15	0	93	12	86	1	0	99	8	71	6	0	85	357
7:30 AM	8	73	17	0	98	10	70	12	0	92	7	69	1	0	77	3	74	6	0	83	350
7:45 AM	8	76	24	0	108	12	71	18	0	101	7	82	1	0	90	4	67	4	0	75	374
Total	25	272	58	0	355	40	241	62	0	343	34	293	4	0	331	16	261	22	0	299	1328
8:00 AM	11	96	12	0	119	8	68	18	0	94	5	63	2	0	70	9	52	5	0	66	349
8:15 AM	11	67	6	0	84	6	67	20	0	93	5	65	1	0	71	7	56	12	0	75	323
8:30 AM	14	82	9	0	105	8	58	23	0	89	3	71	4	0	78	1	54	4	0	59	331
8:45 AM	14	97	12	0	123	9	63	20	0	92	12	63	1	0	76	10	57	7	0	74	365
Total	50	342	39	0	431	31	256	81	0	368	25	262	8	0	295	27	219	28	0	274	1368
Grand Total	75	614	97	0	786	71	497	143	0	711	59	555	12	0	626	43	480	50	0	573	2696
Approach %	9.5	78.1	12.3	0.0		10.0	69.9	20.1	0.0		9.4	88.7	1.9	0.0		7.5	83.8	8.7	0.0		
Total %	2.8	22.8	3.6	0.0	29.2	2.6	18.4	5.3	0.0	26.4	2.2	20.6	0.4	0.0	23.2	1.6	17.8	1.9	0.0	21.3	
Exiting Leg Total					676					636					800					584	2696
Cars	74	571	95	0	740	63	467	129	0	659	57	522	12	0	591	40	445	48	0	533	2523
% Cars	98.7	93.0	97.9	0.0	94.1	88.7	94.0	90.2	0.0	92.7	96.6	94.1	100.0	0.0	94.4	93.0	92.7	96.0	0.0	93.0	93.6
Exiting Leg Total					633					597					740					553	2523
Heavy Vehicles	1	43	2	0	46	8	30	14	0	52	2	33	0	0	35	3	35	2	0	40	173
% Heavy Vehicles	1.3	7.0	2.1	0.0	5.9	11.3	6.0	9.8	0.0	7.3	3.4	5.9	0.0	0.0	5.6	7.0	7.3	4.0	0.0	7.0	6.4
Exiting Leg Total					43					39					60					31	173

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	71	5	0	80	15	63	15	0	93	12	86	1	0	99	8	71	6	0	85	357
7:30 AM	8	73	17	0	98	10	70	12	0	92	7	69	1	0	77	3	74	6	0	83	350
7:45 AM	8	76	24	0	108	12	71	18	0	101	7	82	1	0	90	4	67	4	0	75	374
8:00 AM	11	96	12	0	119	8	68	18	0	94	5	63	2	0	70	9	52	5	0	66	349
Total Volume	31	316	58	0	405	45	272	63	0	380	31	300	5	0	336	24	264	21	0	309	1430
% Approach Total	7.7	78.0	14.3	0.0		11.8	71.6	16.6	0.0		9.2	89.3	1.5	0.0		7.8	85.4	6.8	0.0		
PHF	0.705	0.823	0.604	0.000	0.851	0.750	0.958	0.875	0.000	0.941	0.646	0.872	0.625	0.000	0.848	0.667	0.892	0.875	0.000	0.909	0.956
Cars	30	292	56	0	378	40	252	56	0	348	30	286	5	0	321	22	245	20	0	287	1334
Cars %	96.8	92.4	96.6	0.0	93.3	88.9	92.6	88.9	0.0	91.6	96.8	95.3	100.0	0.0	95.5	91.7	92.8	95.2	0.0	92.9	93.3
Heavy Vehicles	1	24	2	0	27	5	20	7	0	32	1	14	0	0	15	2	19	1	0	22	96
Heavy Vehicles %	3.2	7.6	3.4	0.0	6.7	11.1	7.4	11.1	0.0	8.4	3.2	4.7	0.0	0.0	4.5	8.3	7.2	4.8	0.0	7.1	6.7
Cars Enter Leg	30	292	56	0	378	40	252	56	0	348	30	286	5	0	321	22	245	20	0	287	1334
Heavy Enter Leg	1	24	2	0	27	5	20	7	0	32	1	14	0	0	15	2	19	1	0	22	96
Total Entering Leg	31	316	58	0	405	45	272	63	0	380	31	300	5	0	336	24	264	21	0	309	1430
Cars Exiting Leg					346					331					370					287	1334
Heavy Exiting Leg					20					22					33					21	96
Total Exiting Leg					366					353					403					308	1430

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	51	12	0	68	3	34	15	0	52	8	54	1	0	63	1	47	6	0	54	237
7:15 AM	4	66	5	0	75	13	55	13	0	81	12	85	1	0	98	8	65	6	0	79	333
7:30 AM	8	64	17	0	89	10	69	11	0	90	6	64	1	0	71	3	69	6	0	78	328
7:45 AM	7	73	23	0	103	10	64	16	0	90	7	77	1	0	85	4	63	3	0	70	348
Total	24	254	57	0	335	36	222	55	0	313	33	280	4	0	317	16	244	21	0	281	1246
8:00 AM	11	89	11	0	111	7	64	16	0	87	5	60	2	0	67	7	48	5	0	60	325
8:15 AM	11	62	6	0	79	6	65	18	0	89	5	59	1	0	65	6	50	11	0	67	300
8:30 AM	14	77	9	0	100	7	58	21	0	86	3	66	4	0	73	1	50	4	0	55	314
8:45 AM	14	89	12	0	115	7	58	19	0	84	11	57	1	0	69	10	53	7	0	70	338
Total	50	317	38	0	405	27	245	74	0	346	24	242	8	0	274	24	201	27	0	252	1277
Grand Total	74	571	95	0	740	63	467	129	0	659	57	522	12	0	591	40	445	48	0	533	2523
Approach %	10.0	77.2	12.8	0.0		9.6	70.9	19.6	0.0		9.6	88.3	2.0	0.0		7.5	83.5	9.0	0.0		
Total %	2.9	22.6	3.8	0.0	29.3	2.5	18.5	5.1	0.0	26.1	2.3	20.7	0.5	0.0	23.4	1.6	17.6	1.9	0.0	21.1	
Exiting Leg Total					633					597					740					553	2523

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	66	5	0	75	13	55	13	0	81	12	85	1	0	98	8	65	6	0	79	333
7:30 AM	8	64	17	0	89	10	69	11	0	90	6	64	1	0	71	3	69	6	0	78	328
7:45 AM	7	73	23	0	103	10	64	16	0	90	7	77	1	0	85	4	63	3	0	70	348
8:00 AM	11	89	11	0	111	7	64	16	0	87	5	60	2	0	67	7	48	5	0	60	325
Total Volume	30	292	56	0	378	40	252	56	0	348	30	286	5	0	321	22	245	20	0	287	1334
% Approach Total	7.9	77.2	14.8	0.0		11.5	72.4	16.1	0.0		9.3	89.1	1.6	0.0		7.7	85.4	7.0	0.0		
PHF	0.682	0.820	0.609	0.000	0.851	0.769	0.913	0.875	0.000	0.967	0.625	0.841	0.625	0.000	0.819	0.688	0.888	0.833	0.000	0.908	0.958
Entering Leg	30	292	56	0	378	40	252	56	0	348	30	286	5	0	321	22	245	20	0	287	1334
Exiting Leg					346					331					370					287	1334
Total					724					679					691					574	2668

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	3	2	0	5	0	2	0	0	2	0	2	0	0	2	10
7:15 AM	0	5	0	0	5	2	8	2	0	12	0	1	0	0	1	0	6	0	0	6	24
7:30 AM	0	9	0	0	9	0	1	1	0	2	1	5	0	0	6	0	5	0	0	5	22
7:45 AM	1	3	1	0	5	2	7	2	0	11	0	5	0	0	5	0	4	1	0	5	26
Total	1	18	1	0	20	4	19	7	0	30	1	13	0	0	14	0	17	1	0	18	82
8:00 AM	0	7	1	0	8	1	4	2	0	7	0	3	0	0	3	2	4	0	0	6	24
8:15 AM	0	5	0	0	5	0	2	2	0	4	0	6	0	0	6	1	6	1	0	8	23
8:30 AM	0	5	0	0	5	1	0	2	0	3	0	5	0	0	5	0	4	0	0	4	17
8:45 AM	0	8	0	0	8	2	5	1	0	8	1	6	0	0	7	0	4	0	0	4	27
Total	0	25	1	0	26	4	11	7	0	22	1	20	0	0	21	3	18	1	0	22	91
Grand Total	1	43	2	0	46	8	30	14	0	52	2	33	0	0	35	3	35	2	0	40	173
Approach %	2.2	93.5	4.3	0.0		15.4	57.7	26.9	0.0		5.7	94.3	0.0	0.0		7.5	87.5	5.0	0.0		
Total %	0.6	24.9	1.2	0.0	26.6	4.6	17.3	8.1	0.0	30.1	1.2	19.1	0.0	0.0	20.2	1.7	20.2	1.2	0.0	23.1	
Exiting Leg Total					43					39					60					31	173
Buses	0	18	0	0	18	5	20	13	0	38	0	9	0	0	9	2	32	0	0	34	99
% Buses	0.0	41.9	0.0	0.0	39.1	62.5	66.7	92.9	0.0	73.1	0.0	27.3	0.0	0.0	25.7	66.7	91.4	0.0	0.0	85.0	57.2
Exiting Leg Total					14					32					33					20	99
Single-Unit Trucks	1	22	2	0	25	2	8	1	0	11	2	20	0	0	22	1	3	2	0	6	64
% Single-Unit	100.0	51.2	100.0	0.0	54.3	25.0	26.7	7.1	0.0	21.2	100.0	60.6	0.0	0.0	62.9	33.3	8.6	100.0	0.0	15.0	37.0
Exiting Leg Total					24					7					24					9	64
Articulated Trucks	0	3	0	0	3	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	10
% Articulated	0.0	7.0	0.0	0.0	6.5	12.5	6.7	0.0	0.0	5.8	0.0	12.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	5.8
Exiting Leg Total					5					0					3					2	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	5	0	0	5	2	8	2	0	12	0	1	0	0	1	0	6	0	0	6	24
7:30 AM	0	9	0	0	9	0	1	1	0	2	1	5	0	0	6	0	5	0	0	5	22
7:45 AM	1	3	1	0	5	2	7	2	0	11	0	5	0	0	5	0	4	1	0	5	26
8:00 AM	0	7	1	0	8	1	4	2	0	7	0	3	0	0	3	2	4	0	0	6	24
Total Volume	1	24	2	0	27	5	20	7	0	32	1	14	0	0	15	2	19	1	0	22	96
% Approach Total	3.7	88.9	7.4	0.0		15.6	62.5	21.9	0.0		6.7	93.3	0.0	0.0		9.1	86.4	4.5	0.0		
PHF	0.250	0.667	0.500	0.000	0.750	0.625	0.625	0.875	0.000	0.667	0.250	0.700	0.000	0.000	0.625	0.250	0.792	0.250	0.000	0.917	0.923
Buses	0	11	0	0	11	4	13	7	0	24	0	5	0	0	5	1	17	0	0	18	58
Buses %	0.0	45.8	0.0	0.0	40.7	80.0	65.0	100.0	0.0	75.0	0.0	35.7	0.0	0.0	33.3	50.0	89.5	0.0	0.0	81.8	60.4
Single-Unit Trucks	1	12	2	0	15	1	6	0	0	7	1	7	0	0	8	1	2	1	0	4	34
Single-Unit %	100.0	50.0	100.0	0.0	55.6	20.0	30.0	0.0	0.0	21.9	100.0	50.0	0.0	0.0	53.3	50.0	10.5	100.0	0.0	18.2	35.4
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Articulated %	0.0	4.2	0.0	0.0	3.7	0.0	5.0	0.0	0.0	3.1	0.0	14.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	4.2
Buses	0	11	0	0	11	4	13	7	0	24	0	5	0	0	5	1	17	0	0	18	58
Single-Unit Trucks	1	12	2	0	15	1	6	0	0	7	1	7	0	0	8	1	2	1	0	4	34
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total Entering Leg	1	24	2	0	27	5	20	7	0	32	1	14	0	0	15	2	19	1	0	22	96
Buses					9					17					19					13	58
Single-Unit Trucks					9					5					13					7	34
Articulated Trucks					2					0					1					1	4
Total Exiting Leg					20					22					33					21	96

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	42	10	0	57	3	27	14	0	44	8	47	1	0	56	1	41	5	0	47	204
7:15 AM	4	54	4	0	62	11	51	11	0	73	11	79	0	0	90	8	60	6	0	74	299
7:30 AM	7	59	16	0	82	9	61	8	0	78	4	55	1	0	60	3	67	6	0	76	296
7:45 AM	5	69	21	0	95	9	59	16	0	84	6	70	1	0	77	4	60	3	0	67	323
Total	21	224	51	0	296	32	198	49	0	279	29	251	3	0	283	16	228	20	0	264	1122
8:00 AM	10	85	9	0	104	6	60	16	0	82	5	53	2	0	60	7	45	5	0	57	303
8:15 AM	11	53	5	0	69	4	60	18	0	82	3	55	1	0	59	6	47	10	0	63	273
8:30 AM	12	67	7	0	86	6	51	20	0	77	3	61	4	0	68	1	45	4	0	50	281
8:45 AM	14	79	11	0	104	5	53	17	0	75	10	45	1	0	56	8	50	7	0	65	300
Total	47	284	32	0	363	21	224	71	0	316	21	214	8	0	243	22	187	26	0	235	1157
Grand Total	68	508	83	0	659	53	422	120	0	595	50	465	11	0	526	38	415	46	0	499	2279
Approach %	10.3	77.1	12.6	0.0		8.9	70.9	20.2	0.0		9.5	88.4	2.1	0.0		7.6	83.2	9.2	0.0		
Total %	3.0	22.3	3.6	0.0	28.9	2.3	18.5	5.3	0.0	26.1	2.2	20.4	0.5	0.0	23.1	1.7	18.2	2.0	0.0	21.9	
Exiting Leg Total					564					548					666					501	2279

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	54	4	0	62	11	51	11	0	73	11	79	0	0	90	8	60	6	0	74	299
7:30 AM	7	59	16	0	82	9	61	8	0	78	4	55	1	0	60	3	67	6	0	76	296
7:45 AM	5	69	21	0	95	9	59	16	0	84	6	70	1	0	77	4	60	3	0	67	323
8:00 AM	10	85	9	0	104	6	60	16	0	82	5	53	2	0	60	7	45	5	0	57	303
Total Volume	26	267	50	0	343	35	231	51	0	317	26	257	4	0	287	22	232	20	0	274	1221
% Approach Total	7.6	77.8	14.6	0.0		11.0	72.9	16.1	0.0		9.1	89.5	1.4	0.0		8.0	84.7	7.3	0.0		
PHF	0.650	0.785	0.595	0.000	0.825	0.795	0.947	0.797	0.000	0.943	0.591	0.813	0.500	0.000	0.797	0.688	0.866	0.833	0.000	0.901	0.945
Entering Leg	26	267	50	0	343	35	231	51	0	317	26	257	4	0	287	22	232	20	0	274	1221
Exiting Leg					312					308					340					261	1221
Total					655					625					627					535	2442

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	9	2	0	11	0	7	1	0	8	0	7	0	0	7	0	6	1	0	7	33
7:15 AM	0	11	1	0	12	2	4	2	0	8	1	6	1	0	8	0	5	0	0	5	33
7:30 AM	1	5	1	0	7	1	8	3	0	12	1	9	0	0	10	0	2	0	0	2	31
7:45 AM	2	4	2	0	8	1	5	0	0	6	1	7	0	0	8	0	3	0	0	3	25
Total	3	29	6	0	38	4	24	6	0	34	3	29	1	0	33	0	16	1	0	17	122
8:00 AM	1	4	2	0	7	1	4	0	0	5	0	7	0	0	7	0	3	0	0	3	22
8:15 AM	0	9	1	0	10	2	5	0	0	7	2	4	0	0	6	0	3	1	0	4	27
8:30 AM	2	10	2	0	14	1	7	1	0	9	0	5	0	0	5	0	5	0	0	5	33
8:45 AM	0	10	1	0	11	2	5	2	0	9	1	12	0	0	13	2	3	0	0	5	38
Total	3	33	6	0	42	6	21	3	0	30	3	28	0	0	31	2	14	1	0	17	120
Grand Total	6	62	12	0	80	10	45	9	0	64	6	57	1	0	64	2	30	2	0	34	242
Approach %	7.5	77.5	15.0	0.0		15.6	70.3	14.1	0.0		9.4	89.1	1.6	0.0		5.9	88.2	5.9	0.0		
Total %	2.5	25.6	5.0	0.0	33.1	4.1	18.6	3.7	0.0	26.4	2.5	23.6	0.4	0.0	26.4	0.8	12.4	0.8	0.0	14.0	
Exiting Leg Total					69					48					73					52	242

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	9	2	0	11	0	7	1	0	8	0	7	0	0	7	0	6	1	0	7	33
7:15 AM	0	11	1	0	12	2	4	2	0	8	1	6	1	0	8	0	5	0	0	5	33
7:30 AM	1	5	1	0	7	1	8	3	0	12	1	9	0	0	10	0	2	0	0	2	31
7:45 AM	2	4	2	0	8	1	5	0	0	6	1	7	0	0	8	0	3	0	0	3	25
Total Volume	3	29	6	0	38	4	24	6	0	34	3	29	1	0	33	0	16	1	0	17	122
% Approach Total	7.9	76.3	15.8	0.0		11.8	70.6	17.6	0.0		9.1	87.9	3.0	0.0		0.0	94.1	5.9	0.0		
PHF	0.375	0.659	0.750	0.000	0.792	0.500	0.750	0.500	0.000	0.708	0.750	0.806	0.250	0.000	0.825	0.000	0.667	0.250	0.000	0.607	0.924
Entering Leg	3	29	6	0	38	4	24	6	0	34	3	29	1	0	33	0	16	1	0	17	122
Exiting Leg					34					25					35					28	122
Total					72					59					68					45	244

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	6
7:15 AM	0	3	0	0	3	1	4	2	0	7	0	1	0	0	1	0	5	0	0	5	16
7:30 AM	0	6	0	0	6	0	1	1	0	2	0	1	0	0	1	0	5	0	0	5	14
7:45 AM	0	2	0	0	2	2	5	2	0	9	0	2	0	0	2	0	3	0	0	3	16
Total	0	11	0	0	11	3	12	7	0	22	0	4	0	0	4	0	15	0	0	15	52
8:00 AM	0	0	0	0	0	1	3	2	0	6	0	1	0	0	1	1	4	0	0	5	12
8:15 AM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	1	6	0	0	7	13
8:30 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	4	0	0	4	8
8:45 AM	0	5	0	0	5	1	3	1	0	5	0	1	0	0	1	0	3	0	0	3	14
Total	0	7	0	0	7	2	8	6	0	16	0	5	0	0	5	2	17	0	0	19	47
Grand Total	0	18	0	0	18	5	20	13	0	38	0	9	0	0	9	2	32	0	0	34	99
Approach %	0.0	100.0	0.0	0.0		13.2	52.6	34.2	0.0		0.0	100.0	0.0	0.0		5.9	94.1	0.0	0.0		
Total %	0.0	18.2	0.0	0.0	18.2	5.1	20.2	13.1	0.0	38.4	0.0	9.1	0.0	0.0	9.1	2.0	32.3	0.0	0.0	34.3	
Exiting Leg Total					14					32					33					20	99

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	0	0	3	1	4	2	0	7	0	1	0	0	1	0	5	0	0	5	16
7:30 AM	0	6	0	0	6	0	1	1	0	2	0	1	0	0	1	0	5	0	0	5	14
7:45 AM	0	2	0	0	2	2	5	2	0	9	0	2	0	0	2	0	3	0	0	3	16
8:00 AM	0	0	0	0	0	1	3	2	0	6	0	1	0	0	1	1	4	0	0	5	12
Total Volume	0	11	0	0	11	4	13	7	0	24	0	5	0	0	5	1	17	0	0	18	58
% Approach Total	0.0	100.0	0.0	0.0		16.7	54.2	29.2	0.0		0.0	100.0	0.0	0.0		5.6	94.4	0.0	0.0		
PHF	0.000	0.458	0.000	0.000	0.458	0.500	0.650	0.875	0.000	0.667	0.000	0.625	0.000	0.000	0.625	0.250	0.850	0.000	0.000	0.900	0.906
Entering Leg	0	11	0	0	11	4	13	7	0	24	0	5	0	0	5	1	17	0	0	18	58
Exiting Leg					9					17					19					13	58
Total					20					41					24					31	116

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	7
7:30 AM	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	8
7:45 AM	1	1	1	0	3	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	8
Total	1	7	1	0	9	1	6	0	0	7	1	7	0	0	8	0	2	1	0	3	27
8:00 AM	0	6	1	0	7	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	11
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	7
8:30 AM	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
8:45 AM	0	3	0	0	3	0	1	0	0	1	1	5	0	0	6	0	1	0	0	1	11
Total	0	15	1	0	16	1	2	1	0	4	1	13	0	0	14	1	1	1	0	3	37
Grand Total	1	22	2	0	25	2	8	1	0	11	2	20	0	0	22	1	3	2	0	6	64
Approach %	4.0	88.0	8.0	0.0		18.2	72.7	9.1	0.0		9.1	90.9	0.0	0.0		16.7	50.0	33.3	0.0		
Total %	1.6	34.4	3.1	0.0	39.1	3.1	12.5	1.6	0.0	17.2	3.1	31.3	0.0	0.0	34.4	1.6	4.7	3.1	0.0	9.4	
Exiting Leg Total					24					7					24					9	64

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	6	1	0	7	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	11
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	7
8:30 AM	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
8:45 AM	0	3	0	0	3	0	1	0	0	1	1	5	0	0	6	0	1	0	0	1	11
Total Volume	0	15	1	0	16	1	2	1	0	4	1	13	0	0	14	1	1	1	0	3	37
% Approach Total	0.0	93.8	6.3	0.0		25.0	50.0	25.0	0.0		7.1	92.9	0.0	0.0		33.3	33.3	33.3	0.0		
PHF	0.000	0.625	0.250	0.000	0.571	0.250	0.500	0.250	0.000	1.000	0.250	0.650	0.000	0.000	0.583	0.250	0.250	0.250	0.000	0.750	0.841
Entering Leg	0	15	1	0	16	1	2	1	0	4	1	13	0	0	14	1	1	1	0	3	37
Exiting Leg					15					3					17					2	37
Total					31					7					31					5	74

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	7
Grand Total	0	3	0	0	3	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	10.0	20.0	0.0	0.0	30.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					3					2	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Exiting Leg					4					0					3					0	7
Total					7					0					7					0	14

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	6	3	9	0	0	0	0	0	4	4	0	0	0	0	0	5	5	0	0	0	0	1	5	6	24
7:15 AM	0	0	0	0	9	5	14	0	0	0	0	0	2	2	0	0	0	0	0	3	3	0	0	0	0	1	2	3	22
7:30 AM	0	0	0	0	10	8	18	0	0	0	0	0	1	1	0	0	0	0	2	5	7	0	0	0	0	1	6	7	33
7:45 AM	0	0	0	0	8	8	16	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	3	6	9	29
Total	0	0	0	0	33	24	57	0	0	0	0	1	8	9	0	0	0	0	2	15	17	0	0	0	0	6	19	25	108
8:00 AM	0	0	0	0	7	4	11	0	0	0	0	1	4	5	0	0	0	0	1	0	1	0	0	0	0	2	8	10	27
8:15 AM	0	0	0	0	9	5	14	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	5	10	15	36
8:30 AM	0	0	0	0	7	5	12	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	5	5	19
8:45 AM	0	0	0	0	3	0	3	0	0	0	0	3	1	4	0	0	0	0	2	1	3	0	0	0	0	1	4	5	15
Total	0	0	0	0	26	14	40	0	0	0	0	5	7	12	0	0	0	0	5	5	10	0	0	0	0	8	27	35	97
Grand Total	0	0	0	0	59	38	97	0	0	0	0	6	15	21	0	0	0	0	7	20	27	0	0	0	0	14	46	60	205
Approach %	0	0	0	0	60.8	39.2		0	0	0	0	28.6	71.4		0	0	0	0	25.9	74.1		0	0	0	0	23.3	76.7		
Total %	0	0	0	0	28.8	18.5	47.3	0	0	0	0	2.93	7.32	10.2	0	0	0	0	3.41	9.76	13.2	0	0	0	0	6.83	22.4	29.3	
Exiting Leg Total							97							21							27							60	205

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	10	8	18	0	0	0	0	0	1	1	0	0	0	0	2	5	7	0	0	0	0	1	6	7	33
7:45 AM	0	0	0	0	8	8	16	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	3	6	9	29
8:00 AM	0	0	0	0	7	4	11	0	0	0	0	1	4	5	0	0	0	0	1	0	1	0	0	0	0	2	8	10	27
8:15 AM	0	0	0	0	9	5	14	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	5	10	15	36
Total Volume	0	0	0	0	34	25	59	0	0	0	0	2	8	10	0	0	0	0	4	11	15	0	0	0	0	11	30	41	125
% Approach Total	0.0	0.0	0.0	0.0	57.6	42.4		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	26.7	73.3		0.0	0.0	0.0	0.0	26.8	73.2		
PHF	0.000	0.000	0.000	0.000	0.850	0.781	0.819	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.550	0.536	0.000	0.000	0.000	0.000	0.550	0.750	0.683	0.868
Entering Leg	0	0	0	0	34	25	59	0	0	0	0	2	8	10	0	0	0	0	4	11	15	0	0	0	0	11	30	41	125
Exiting Leg							59							10							15							41	125
Total							118							20							30							82	250

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	111	11	0	129	10	65	15	0	90	9	55	2	0	66	6	70	7	1	84	369
4:15 PM	17	110	16	0	143	9	69	13	0	91	7	75	2	0	84	9	57	11	0	77	395
4:30 PM	13	115	19	0	147	8	63	13	0	84	6	79	2	0	87	11	79	7	0	97	415
4:45 PM	17	113	18	0	148	6	76	14	0	96	5	63	3	0	71	10	72	3	0	85	400
Total	54	449	64	0	567	33	273	55	0	361	27	272	9	0	308	36	278	28	1	343	1579
5:00 PM	9	95	20	0	124	5	59	14	0	78	2	71	4	0	77	13	59	8	0	80	359
5:15 PM	12	108	16	0	136	7	67	18	0	92	8	75	2	0	85	6	72	10	0	88	401
5:30 PM	14	120	17	0	151	9	57	17	0	83	10	74	1	0	85	9	72	9	0	90	409
5:45 PM	9	99	9	0	117	7	72	21	0	100	9	66	3	0	78	7	69	12	0	88	383
Total	44	422	62	0	528	28	255	70	0	353	29	286	10	0	325	35	272	39	0	346	1552
Grand Total	98	871	126	0	1095	61	528	125	0	714	56	558	19	0	633	71	550	67	1	689	3131
Approach %	8.9	79.5	11.5	0.0		8.5	73.9	17.5	0.0		8.8	88.2	3.0	0.0		10.3	79.8	9.7	0.1		
Total %	3.1	27.8	4.0	0.0	35.0	1.9	16.9	4.0	0.0	22.8	1.8	17.8	0.6	0.0	20.2	2.3	17.6	2.1	0.0	22.0	
Exiting Leg Total					686					732					1067					646	3131
Cars	97	859	125	0	1081	59	503	114	0	676	54	550	19	0	623	70	518	67	1	656	3036
% Cars	99.0	98.6	99.2	0.0	98.7	96.7	95.3	91.2	0.0	94.7	96.4	98.6	100.0	0.0	98.4	98.6	94.2	100.0	100.0	95.2	97.0
Exiting Leg Total					676					697					1043					620	3036
Heavy Vehicles	1	12	1	0	14	2	25	11	0	38	2	8	0	0	10	1	32	0	0	33	95
% Heavy Vehicles	1.0	1.4	0.8	0.0	1.3	3.3	4.7	8.8	0.0	5.3	3.6	1.4	0.0	0.0	1.6	1.4	5.8	0.0	0.0	4.8	3.0
Exiting Leg Total					10					35					24					26	95

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	111	11	0	129	10	65	15	0	90	9	55	2	0	66	6	70	7	1	84	369
4:15 PM	17	110	16	0	143	9	69	13	0	91	7	75	2	0	84	9	57	11	0	77	395
4:30 PM	13	115	19	0	147	8	63	13	0	84	6	79	2	0	87	11	79	7	0	97	415
4:45 PM	17	113	18	0	148	6	76	14	0	96	5	63	3	0	71	10	72	3	0	85	400
Total Volume	54	449	64	0	567	33	273	55	0	361	27	272	9	0	308	36	278	28	1	343	1579
% Approach Total	9.5	79.2	11.3	0.0		9.1	75.6	15.2	0.0		8.8	88.3	2.9	0.0		10.5	81.0	8.2	0.3		
PHF	0.794	0.976	0.842	0.000	0.958	0.825	0.898	0.917	0.000	0.940	0.750	0.861	0.750	0.000	0.885	0.818	0.880	0.636	0.250	0.884	0.951
Cars	54	442	64	0	560	32	262	48	0	342	25	266	9	0	300	35	263	28	1	327	1529
Cars %	100.0	98.4	100.0	0.0	98.8	97.0	96.0	87.3	0.0	94.7	92.6	97.8	100.0	0.0	97.4	97.2	94.6	100.0	100.0	95.3	96.8
Heavy Vehicles	0	7	0	0	7	1	11	7	0	19	2	6	0	0	8	1	15	0	0	16	50
Heavy Vehicles %	0.0	1.6	0.0	0.0	1.2	3.0	4.0	12.7	0.0	5.3	7.4	2.2	0.0	0.0	2.6	2.8	5.4	0.0	0.0	4.7	3.2
Cars Enter Leg	54	442	64	0	560	32	262	48	0	342	25	266	9	0	300	35	263	28	1	327	1529
Heavy Enter Leg	0	7	0	0	7	1	11	7	0	19	2	6	0	0	8	1	15	0	0	16	50
Total Entering Leg	54	449	64	0	567	33	273	55	0	361	27	272	9	0	308	36	278	28	1	343	1579
Cars Exiting Leg					326					352					525					326	1529
Heavy Exiting Leg					7					17					15					11	50
Total Exiting Leg					333					369					540					337	1579

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	108	11	0	126	10	63	13	0	86	8	52	2	0	62	6	68	7	1	82	356
4:15 PM	17	108	16	0	141	9	67	12	0	88	7	74	2	0	83	9	50	11	0	70	382
4:30 PM	13	114	19	0	146	7	59	11	0	77	5	77	2	0	84	10	76	7	0	93	400
4:45 PM	17	112	18	0	147	6	73	12	0	91	5	63	3	0	71	10	69	3	0	82	391
Total	54	442	64	0	560	32	262	48	0	342	25	266	9	0	300	35	263	28	1	327	1529
5:00 PM	8	94	20	0	122	5	58	14	0	77	2	70	4	0	76	13	57	8	0	78	353
5:15 PM	12	107	15	0	134	6	59	16	0	81	8	75	2	0	85	6	69	10	0	85	385
5:30 PM	14	117	17	0	148	9	56	17	0	82	10	73	1	0	84	9	67	9	0	85	399
5:45 PM	9	99	9	0	117	7	68	19	0	94	9	66	3	0	78	7	62	12	0	81	370
Total	43	417	61	0	521	27	241	66	0	334	29	284	10	0	323	35	255	39	0	329	1507
Grand Total	97	859	125	0	1081	59	503	114	0	676	54	550	19	0	623	70	518	67	1	656	3036
Approach %	9.0	79.5	11.6	0.0		8.7	74.4	16.9	0.0		8.7	88.3	3.0	0.0		10.7	79.0	10.2	0.2		
Total %	3.2	28.3	4.1	0.0	35.6	1.9	16.6	3.8	0.0	22.3	1.8	18.1	0.6	0.0	20.5	2.3	17.1	2.2	0.0	21.6	
Exiting Leg Total					676					697					1043					620	3036

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	108	11	0	126	10	63	13	0	86	8	52	2	0	62	6	68	7	1	82	356
4:15 PM	17	108	16	0	141	9	67	12	0	88	7	74	2	0	83	9	50	11	0	70	382
4:30 PM	13	114	19	0	146	7	59	11	0	77	5	77	2	0	84	10	76	7	0	93	400
4:45 PM	17	112	18	0	147	6	73	12	0	91	5	63	3	0	71	10	69	3	0	82	391
Total Volume	54	442	64	0	560	32	262	48	0	342	25	266	9	0	300	35	263	28	1	327	1529
% Approach Total	9.6	78.9	11.4	0.0		9.4	76.6	14.0	0.0		8.3	88.7	3.0	0.0		10.7	80.4	8.6	0.3		
PHF	0.794	0.969	0.842	0.000	0.952	0.800	0.897	0.923	0.000	0.940	0.781	0.864	0.750	0.000	0.893	0.875	0.865	0.636	0.250	0.879	0.956
Entering Leg	54	442	64	0	560	32	262	48	0	342	25	266	9	0	300	35	263	28	1	327	1529
Exiting Leg					326					352					525					326	1529
Total					886					694					825					653	3058

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	2	2	0	4	1	3	0	0	4	0	2	0	0	2	13
4:15 PM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	7	0	0	7	13
4:30 PM	0	1	0	0	1	1	4	2	0	7	1	2	0	0	3	1	3	0	0	4	15
4:45 PM	0	1	0	0	1	0	3	2	0	5	0	0	0	0	0	0	3	0	0	3	9
Total	0	7	0	0	7	1	11	7	0	19	2	6	0	0	8	1	15	0	0	16	50
5:00 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
5:15 PM	0	1	1	0	2	1	8	2	0	11	0	0	0	0	0	0	3	0	0	3	16
5:30 PM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	10
5:45 PM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	7	0	0	7	13
Total	1	5	1	0	7	1	14	4	0	19	0	2	0	0	2	0	17	0	0	17	45
Grand Total	1	12	1	0	14	2	25	11	0	38	2	8	0	0	10	1	32	0	0	33	95
Approach %	7.1	85.7	7.1	0.0		5.3	65.8	28.9	0.0		20.0	80.0	0.0	0.0		3.0	97.0	0.0	0.0		
Total %	1.1	12.6	1.1	0.0	14.7	2.1	26.3	11.6	0.0	40.0	2.1	8.4	0.0	0.0	10.5	1.1	33.7	0.0	0.0	34.7	
Exiting Leg Total					10					35					24					26	95
Buses	0	3	1	0	4	2	13	10	0	25	1	5	0	0	6	0	28	0	0	28	63
% Buses	0.0	25.0	100.0	0.0	28.6	100.0	52.0	90.9	0.0	65.8	50.0	62.5	0.0	0.0	60.0	0.0	87.5	0.0	0.0	84.8	66.3
Exiting Leg Total					7					30					13					13	63
Single-Unit Trucks	1	8	0	0	9	0	10	1	0	11	1	3	0	0	4	1	4	0	0	5	29
% Single-Unit	100.0	66.7	0.0	0.0	64.3	0.0	40.0	9.1	0.0	28.9	50.0	37.5	0.0	0.0	40.0	100.0	12.5	0.0	0.0	15.2	30.5
Exiting Leg Total					3					5					10					11	29
Articulated Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% Articulated	0.0	8.3	0.0	0.0	7.1	0.0	8.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
Exiting Leg Total					0					0					1					2	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	2	2	0	4	1	3	0	0	4	0	2	0	0	2	13
4:15 PM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	7	0	0	7	13
4:30 PM	0	1	0	0	1	1	4	2	0	7	1	2	0	0	3	1	3	0	0	4	15
4:45 PM	0	1	0	0	1	0	3	2	0	5	0	0	0	0	0	0	3	0	0	3	9
Total Volume	0	7	0	0	7	1	11	7	0	19	2	6	0	0	8	1	15	0	0	16	50
% Approach Total	0.0	100.0	0.0	0.0		5.3	57.9	36.8	0.0		25.0	75.0	0.0	0.0		6.3	93.8	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.250	0.688	0.875	0.000	0.679	0.500	0.500	0.000	0.000	0.500	0.250	0.536	0.000	0.000	0.571	0.833
Buses	0	2	0	0	2	1	8	6	0	15	1	4	0	0	5	0	14	0	0	14	36
Buses %	0.0	28.6	0.0	0.0	28.6	100.0	72.7	85.7	0.0	78.9	50.0	66.7	0.0	0.0	62.5	0.0	93.3	0.0	0.0	87.5	72.0
Single-Unit Trucks	0	4	0	0	4	0	3	1	0	4	1	2	0	0	3	1	1	0	0	2	13
Single-Unit %	0.0	57.1	0.0	0.0	57.1	0.0	27.3	14.3	0.0	21.1	50.0	33.3	0.0	0.0	37.5	100.0	6.7	0.0	0.0	12.5	26.0
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Buses	0	2	0	0	2	1	8	6	0	15	1	4	0	0	5	0	14	0	0	14	36
Single-Unit Trucks	0	4	0	0	4	0	3	1	0	4	1	2	0	0	3	1	1	0	0	2	13
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	7	0	0	7	1	11	7	0	19	2	6	0	0	8	1	15	0	0	16	50
Buses					5					15					8					8	36
Single-Unit Trucks					2					2					6					3	13
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					7					17					15					11	50

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	98	10	0	115	10	56	10	0	76	7	50	2	0	59	4	55	7	1	67	317
4:15 PM	17	94	13	0	124	9	63	12	0	84	6	64	2	0	72	9	46	8	0	63	343
4:30 PM	13	98	19	0	130	6	56	9	0	71	5	68	2	0	75	8	72	7	0	87	363
4:45 PM	16	102	14	0	132	5	68	11	0	84	5	54	3	0	62	10	62	3	0	75	353
Total	53	392	56	0	501	30	243	42	0	315	23	236	9	0	268	31	235	25	1	292	1376
5:00 PM	7	77	20	0	104	4	51	13	0	68	2	64	4	0	70	11	53	8	0	72	314
5:15 PM	12	97	14	0	123	6	57	15	0	78	8	69	1	0	78	6	60	10	0	76	355
5:30 PM	12	101	13	0	126	8	49	16	0	73	9	67	1	0	77	8	62	6	0	76	352
5:45 PM	8	88	8	0	104	6	62	17	0	85	9	63	1	0	73	7	55	11	0	73	335
Total	39	363	55	0	457	24	219	61	0	304	28	263	7	0	298	32	230	35	0	297	1356
Grand Total	92	755	111	0	958	54	462	103	0	619	51	499	16	0	566	63	465	60	1	589	2732
Approach %	9.6	78.8	11.6	0.0		8.7	74.6	16.6	0.0		9.0	88.2	2.8	0.0		10.7	78.9	10.2	0.2		
Total %	3.4	27.6	4.1	0.0	35.1	2.0	16.9	3.8	0.0	22.7	1.9	18.3	0.6	0.0	20.7	2.3	17.0	2.2	0.0	21.6	
Exiting Leg Total					613					627					921					571	2732

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	13	98	19	0	130	6	56	9	0	71	5	68	2	0	75	8	72	7	0	87	363
4:45 PM	16	102	14	0	132	5	68	11	0	84	5	54	3	0	62	10	62	3	0	75	353
5:00 PM	7	77	20	0	104	4	51	13	0	68	2	64	4	0	70	11	53	8	0	72	314
5:15 PM	12	97	14	0	123	6	57	15	0	78	8	69	1	0	78	6	60	10	0	76	355
Total Volume	48	374	67	0	489	21	232	48	0	301	20	255	10	0	285	35	247	28	0	310	1385
% Approach Total	9.8	76.5	13.7	0.0		7.0	77.1	15.9	0.0		7.0	89.5	3.5	0.0		11.3	79.7	9.0	0.0		
PHF	0.750	0.917	0.838	0.000	0.926	0.875	0.853	0.800	0.000	0.896	0.625	0.924	0.625	0.000	0.913	0.795	0.858	0.700	0.000	0.891	0.954
Entering Leg	48	374	67	0	489	21	232	48	0	301	20	255	10	0	285	35	247	28	0	310	1385
Exiting Leg					304					334					457					290	1385
Total					793					635					742					600	2770

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	10	1	0	11	0	7	3	0	10	1	2	0	0	3	2	12	0	0	14	38
4:15 PM	0	14	3	0	17	0	4	0	0	4	1	10	0	0	11	0	4	1	0	5	37
4:30 PM	0	15	0	0	15	1	3	2	0	6	0	9	0	0	9	2	4	0	0	6	36
4:45 PM	1	10	4	0	15	1	5	1	0	7	0	9	0	0	9	0	7	0	0	7	38
Total	1	49	8	0	58	2	19	6	0	27	2	30	0	0	32	4	27	1	0	32	149
5:00 PM	1	17	0	0	18	1	7	1	0	9	0	6	0	0	6	2	4	0	0	6	39
5:15 PM	0	10	1	0	11	0	2	1	0	3	0	6	1	0	7	0	9	0	0	9	30
5:30 PM	2	16	4	0	22	1	7	1	0	9	1	5	0	0	6	1	5	3	0	9	46
5:45 PM	1	11	1	0	13	1	6	2	0	9	0	3	2	0	5	0	7	1	0	8	35
Total	4	54	6	0	64	3	22	5	0	30	1	20	3	0	24	3	25	4	0	32	150
Grand Total	5	103	14	0	122	5	41	11	0	57	3	50	3	0	56	7	52	5	0	64	299
Approach %	4.1	84.4	11.5	0.0		8.8	71.9	19.3	0.0		5.4	89.3	5.4	0.0		10.9	81.3	7.8	0.0		
Total %	1.7	34.4	4.7	0.0	40.8	1.7	13.7	3.7	0.0	19.1	1.0	16.7	1.0	0.0	18.7	2.3	17.4	1.7	0.0	21.4	
Exiting Leg Total					60					69					121					49	299

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	1	10	4	0	15	1	5	1	0	7	0	9	0	0	9	0	7	0	0	7	38
5:00 PM	1	17	0	0	18	1	7	1	0	9	0	6	0	0	6	2	4	0	0	6	39
5:15 PM	0	10	1	0	11	0	2	1	0	3	0	6	1	0	7	0	9	0	0	9	30
5:30 PM	2	16	4	0	22	1	7	1	0	9	1	5	0	0	6	1	5	3	0	9	46
Total Volume	4	53	9	0	66	3	21	4	0	28	1	26	1	0	28	3	25	3	0	31	153
% Approach Total	6.1	80.3	13.6	0.0		10.7	75.0	14.3	0.0		3.6	92.9	3.6	0.0		9.7	80.6	9.7	0.0		
PHF	0.500	0.779	0.563	0.000	0.750	0.750	0.750	1.000	0.000	0.778	0.250	0.722	0.250	0.000	0.778	0.375	0.694	0.250	0.000	0.861	0.832
Entering Leg	4	53	9	0	66	3	21	4	0	28	1	26	1	0	28	3	25	3	0	31	153
Exiting Leg					32					35					60					26	153
Total					98					63					88					57	306

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	2	2	0	4	1	3	0	0	4	0	2	0	0	2	11
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
4:30 PM	0	0	0	0	0	1	3	2	0	6	0	1	0	0	1	0	3	0	0	3	10
4:45 PM	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	8
Total	0	2	0	0	2	1	8	6	0	15	1	4	0	0	5	0	14	0	0	14	36
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
5:15 PM	0	0	1	0	1	1	3	2	0	6	0	0	0	0	0	0	3	0	0	3	10
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
5:45 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	5	0	0	5	9
Total	0	1	1	0	2	1	5	4	0	10	0	1	0	0	1	0	14	0	0	14	27
Grand Total	0	3	1	0	4	2	13	10	0	25	1	5	0	0	6	0	28	0	0	28	63
Approach %	0.0	75.0	25.0	0.0		8.0	52.0	40.0	0.0		16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	4.8	1.6	0.0	6.3	3.2	20.6	15.9	0.0	39.7	1.6	7.9	0.0	0.0	9.5	0.0	44.4	0.0	0.0	44.4	
Exiting Leg Total					7					30					13					13	63

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	2	2	0	4	1	3	0	0	4	0	2	0	0	2	11
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
4:30 PM	0	0	0	0	0	1	3	2	0	6	0	1	0	0	1	0	3	0	0	3	10
4:45 PM	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	8
Total Volume	0	2	0	0	2	1	8	6	0	15	1	4	0	0	5	0	14	0	0	14	36
% Approach Total	0.0	100.0	0.0	0.0		6.7	53.3	40.0	0.0		20.0	80.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.667	0.750	0.000	0.625	0.250	0.333	0.000	0.000	0.313	0.000	0.583	0.000	0.000	0.583	0.818
Entering Leg	0	2	0	0	2	1	8	6	0	15	1	4	0	0	5	0	14	0	0	14	36
Exiting Leg					5					15					8					8	36
Total					7					30					13					22	72

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	5
4:30 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	3	1	0	4	1	2	0	0	3	1	1	0	0	2	13
5:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	4	0	0	5	0	7	0	0	7	0	1	0	0	1	0	3	0	0	3	16
Grand Total	1	8	0	0	9	0	10	1	0	11	1	3	0	0	4	1	4	0	0	5	29
Approach %	11.1	88.9	0.0	0.0		0.0	90.9	9.1	0.0		25.0	75.0	0.0	0.0		20.0	80.0	0.0	0.0		
Total %	3.4	27.6	0.0	0.0	31.0	0.0	34.5	3.4	0.0	37.9	3.4	10.3	0.0	0.0	13.8	3.4	13.8	0.0	0.0	17.2	
Exiting Leg Total					3					5					10					11	29

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	1	4	0	0	5	0	7	0	0	7	0	1	0	0	1	0	3	0	0	3	16
% Approach Total	20.0	80.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.625	0.000	0.350	0.000	0.000	0.350	0.000	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.667
Entering Leg	1	4	0	0	5	0	7	0	0	7	0	1	0	0	1	0	3	0	0	3	16
Exiting Leg					1					3					4					8	16
Total					6					10					5					11	32

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					1					2	3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North					Centre Street from East					Monticello Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					0					2	2
Total					0					2					0					2	4

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							2							1	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
Exiting Leg							1							0							2							1	4
Total							2							1							4							1	8

PDI File #: **186458-12**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	9	3	12	0	0	0	0	0	1	1	0	0	0	0	1	3	4	0	0	0	0	4	0	4	21
4:15 PM	0	0	0	0	10	5	15	0	0	0	0	2	0	2	0	0	0	0	4	5	9	0	0	0	0	2	0	2	28
4:30 PM	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	17
4:45 PM	0	0	0	0	4	6	10	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	1	3	4	20
Total	0	0	0	0	31	20	51	0	0	0	0	2	2	4	0	0	0	0	7	11	18	0	0	0	0	10	3	13	86
5:00 PM	0	0	0	0	18	1	19	0	0	0	0	1	1	2	0	0	0	0	6	4	10	0	0	0	0	5	0	5	36
5:15 PM	0	0	0	0	9	7	16	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	6	5	11	34
5:30 PM	0	0	0	0	5	2	7	0	0	0	0	0	1	1	0	0	0	0	2	2	4	0	0	0	0	3	1	4	16
5:45 PM	0	0	0	0	5	4	9	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	0	4	3	7	21
Total	0	0	0	0	37	14	51	0	0	0	0	1	4	5	0	0	0	0	11	13	24	0	0	0	0	18	9	27	107
Grand Total	0	0	0	0	68	34	102	0	0	0	0	3	6	9	0	0	0	0	18	24	42	0	0	0	0	28	12	40	193
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	33.3	66.7		0	0	0	0	42.9	57.1		0	0	0	0	70	30		
Total %	0	0	0	0	35.2	17.6	52.8	0	0	0	0	1.55	3.11	4.66	0	0	0	0	9.33	12.4	21.8	0	0	0	0	14.5	6.22	20.7	
Exiting Leg Total							102							9							42							40	193

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North							Centre Street from East							Monticello Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	17
4:45 PM	0	0	0	0	4	6	10	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	1	3	4	20
5:00 PM	0	0	0	0	18	1	19	0	0	0	0	1	1	2	0	0	0	0	6	4	10	0	0	0	0	5	0	5	36
5:15 PM	0	0	0	0	9	7	16	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	6	5	11	34
Total Volume	0	0	0	0	39	20	59	0	0	0	0	1	2	3	0	0	0	0	10	12	22	0	0	0	0	15	8	23	107
% Approach Total	0.0	0.0	0.0	0.0	66.1	33.9		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	45.5	54.5		0.0	0.0	0.0	0.0	65.2	34.8		
PHF	0.000	0.000	0.000	0.000	0.542	0.714	0.776	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.417	0.600	0.550	0.000	0.000	0.000	0.000	0.625	0.400	0.523	0.743
Entering Leg	0	0	0	0	39	20	59	0	0	0	0	1	2	3	0	0	0	0	10	12	22	0	0	0	0	15	8	23	107
Exiting Leg							59							3							22							23	107
Total							118							6							44							46	214

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	62	1	0	74	0	0	0	0	0	2	71	4	0	77	0	0	1	0	1	152
7:15 AM	11	84	1	0	96	0	0	0	0	0	5	95	8	0	108	0	0	0	0	0	204
7:30 AM	9	77	0	0	86	0	0	0	0	0	7	88	7	0	102	0	0	0	0	0	188
7:45 AM	17	89	2	0	108	0	0	0	0	0	2	85	16	0	103	0	0	0	0	0	211
Total	48	312	4	0	364	0	0	0	0	0	16	339	35	0	390	0	0	1	0	1	755
8:00 AM	16	108	2	0	126	0	0	0	0	0	2	67	8	0	77	1	1	0	0	2	205
8:15 AM	21	75	0	0	96	0	0	0	0	0	2	77	4	0	83	2	1	0	0	3	182
8:30 AM	23	86	2	0	111	0	0	0	0	0	1	80	9	0	90	0	0	0	0	0	201
8:45 AM	21	109	3	0	133	0	0	0	0	0	1	69	1	0	71	1	0	1	0	2	206
Total	81	378	7	0	466	0	0	0	0	0	6	293	22	0	321	4	2	1	0	7	794
Grand Total	129	690	11	0	830	0	0	0	0	0	22	632	57	0	711	4	2	2	0	8	1549
Approach %	15.5	83.1	1.3	0.0		0.0	0.0	0.0	0.0		3.1	88.9	8.0	0.0		50.0	25.0	25.0	0.0		
Total %	8.3	44.5	0.7	0.0	53.6	0.0	0.0	0.0	0.0	0.0	1.4	40.8	3.7	0.0	45.9	0.3	0.1	0.1	0.0	0.5	
Exiting Leg Total					634					35					694					186	1549
Cars	121	641	10	0	772	0	0	0	0	0	22	597	56	0	675	4	2	2	0	8	1455
% Cars	93.8	92.9	90.9	0.0	93.0	0.0	0.0	0.0	0.0	0.0	100.0	94.5	98.2	0.0	94.9	100.0	100.0	100.0	0.0	100.0	93.9
Exiting Leg Total					599					34					645					177	1455
Heavy Vehicles	8	49	1	0	58	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	94
% Heavy Vehicles	6.2	7.1	9.1	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	1.8	0.0	5.1	0.0	0.0	0.0	0.0	0.0	6.1
Exiting Leg Total					35					1					49					9	94

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	11	84	1	0	96	0	0	0	0	0	5	95	8	0	108	0	0	0	0	0	204
7:30 AM	9	77	0	0	86	0	0	0	0	0	7	88	7	0	102	0	0	0	0	0	188
7:45 AM	17	89	2	0	108	0	0	0	0	0	2	85	16	0	103	0	0	0	0	0	211
8:00 AM	16	108	2	0	126	0	0	0	0	0	2	67	8	0	77	1	1	0	0	2	205
Total Volume	53	358	5	0	416	0	0	0	0	0	16	335	39	0	390	1	1	0	0	2	808
% Approach Total	12.7	86.1	1.2	0.0		0.0	0.0	0.0	0.0		4.1	85.9	10.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.779	0.829	0.625	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.571	0.882	0.609	0.000	0.903	0.250	0.250	0.000	0.000	0.250	0.957
Cars	50	329	5	0	384	0	0	0	0	0	16	320	38	0	374	1	1	0	0	2	760
Cars %	94.3	91.9	100.0	0.0	92.3	0.0	0.0	0.0	0.0	0.0	100.0	95.5	97.4	0.0	95.9	100.0	100.0	0.0	0.0	100.0	94.1
Heavy Vehicles	3	29	0	0	32	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	48
Heavy Vehicles %	5.7	8.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5	2.6	0.0	4.1	0.0	0.0	0.0	0.0	0.0	5.9
Cars Enter Leg	50	329	5	0	384	0	0	0	0	0	16	320	38	0	374	1	1	0	0	2	760
Heavy Enter Leg	3	29	0	0	32	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	48
Total Entering Leg	53	358	5	0	416	0	0	0	0	0	16	335	39	0	390	1	1	0	0	2	808
Cars Exiting Leg					320					22					330					88	760
Heavy Exiting Leg					15					0					29					4	48
Total Exiting Leg					335					22					359					92	808

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	60	1	0	71	0	0	0	0	0	2	69	4	0	75	0	0	1	0	1	147
7:15 AM	11	77	1	0	89	0	0	0	0	0	5	94	8	0	107	0	0	0	0	0	196
7:30 AM	8	68	0	0	76	0	0	0	0	0	7	82	7	0	96	0	0	0	0	0	172
7:45 AM	16	85	2	0	103	0	0	0	0	0	2	81	16	0	99	0	0	0	0	0	202
Total	45	290	4	0	339	0	0	0	0	0	16	326	35	0	377	0	0	1	0	1	717
8:00 AM	15	99	2	0	116	0	0	0	0	0	2	63	7	0	72	1	1	0	0	2	190
8:15 AM	20	68	0	0	88	0	0	0	0	0	2	70	4	0	76	2	1	0	0	3	167
8:30 AM	21	82	2	0	105	0	0	0	0	0	1	75	9	0	85	0	0	0	0	0	190
8:45 AM	20	102	2	0	124	0	0	0	0	0	1	63	1	0	65	1	0	1	0	2	191
Total	76	351	6	0	433	0	0	0	0	0	6	271	21	0	298	4	2	1	0	7	738
Grand Total	121	641	10	0	772	0	0	0	0	0	22	597	56	0	675	4	2	2	0	8	1455
Approach %	15.7	83.0	1.3	0.0		0.0	0.0	0.0	0.0		3.3	88.4	8.3	0.0		50.0	25.0	25.0	0.0		
Total %	8.3	44.1	0.7	0.0	53.1	0.0	0.0	0.0	0.0	0.0	1.5	41.0	3.8	0.0	46.4	0.3	0.1	0.1	0.0	0.5	
Exiting Leg Total					599					34					645					177	1455

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	11	77	1	0	89	0	0	0	0	0	5	94	8	0	107	0	0	0	0	0	196
7:30 AM	8	68	0	0	76	0	0	0	0	0	7	82	7	0	96	0	0	0	0	0	172
7:45 AM	16	85	2	0	103	0	0	0	0	0	2	81	16	0	99	0	0	0	0	0	202
8:00 AM	15	99	2	0	116	0	0	0	0	0	2	63	7	0	72	1	1	0	0	2	190
Total Volume	50	329	5	0	384	0	0	0	0	0	16	320	38	0	374	1	1	0	0	2	760
% Approach Total	13.0	85.7	1.3	0.0		0.0	0.0	0.0	0.0		4.3	85.6	10.2	0.0		50.0	50.0	0.0	0.0		
PHF	0.781	0.831	0.625	0.000	0.828	0.000	0.000	0.000	0.000	0.000	0.571	0.851	0.594	0.000	0.874	0.250	0.250	0.000	0.000	0.250	0.941
Entering Leg	50	329	5	0	384	0	0	0	0	0	16	320	38	0	374	1	1	0	0	2	760
Exiting Leg					320					22					330					88	760
Total					704					22					704					90	1520

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
7:30 AM	1	9	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
7:45 AM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	3	22	0	0	25	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	38
8:00 AM	1	9	0	0	10	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	15
8:15 AM	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
8:45 AM	1	7	1	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Total	5	27	1	0	33	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	56
Grand Total	8	49	1	0	58	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	94
Approach %	13.8	84.5	1.7	0.0		0.0	0.0	0.0	0.0		0.0	97.2	2.8	0.0		0.0	0.0	0.0	0.0		
Total %	8.5	52.1	1.1	0.0	61.7	0.0	0.0	0.0	0.0	0.0	0.0	37.2	1.1	0.0	38.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					35					1					49					9	94
Buses	7	26	0	0	33	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	43
% Buses	87.5	53.1	0.0	0.0	56.9	0.0	0.0	0.0	0.0	0.0	0.0	25.7	100.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	45.7
Exiting Leg Total					9					0					26					8	43
Single-Unit Trucks	1	21	1	0	23	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	43
% Single-Unit	12.5	42.9	100.0	0.0	39.7	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	45.7
Exiting Leg Total					20					1					21					1	43
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Articulated	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	17.1	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.5
Exiting Leg Total					6					0					2					0	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	9	0	0	10	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	15
8:15 AM	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
8:45 AM	1	7	1	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Total Volume	5	27	1	0	33	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	56
% Approach Total	15.2	81.8	3.0	0.0		0.0	0.0	0.0	0.0		0.0	95.7	4.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.625	0.750	0.250	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.250	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.933
Buses	4	11	0	0	15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	21
Buses %	80.0	40.7	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	22.7	100.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	37.5
Single-Unit Trucks	1	14	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
Single-Unit %	20.0	51.9	100.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	0.0	68.2	0.0	0.0	65.2	0.0	0.0	0.0	0.0	0.0	55.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Articulated %	0.0	7.4	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	7.1
Buses	4	11	0	0	15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	21
Single-Unit Trucks	1	14	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Entering Leg	5	27	1	0	33	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	56
Buses					5					0					11					5	21
Single-Unit Trucks					15					1					14					1	31
Articulated Trucks					2					0					2					0	4
Total Exiting Leg					22					1					27					6	56

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	52	1	0	63	0	0	0	0	0	1	63	4	0	68	0	0	0	0	0	131
7:15 AM	9	65	1	0	75	0	0	0	0	0	4	88	7	0	99	0	0	0	0	0	174
7:30 AM	7	63	0	0	70	0	0	0	0	0	6	71	7	0	84	0	0	0	0	0	154
7:45 AM	16	81	2	0	99	0	0	0	0	0	2	72	16	0	90	0	0	0	0	0	189
Total	42	261	4	0	307	0	0	0	0	0	13	294	34	0	341	0	0	0	0	0	648
8:00 AM	14	93	2	0	109	0	0	0	0	0	2	58	7	0	67	1	1	0	0	2	178
8:15 AM	20	58	0	0	78	0	0	0	0	0	1	63	4	0	68	2	1	0	0	3	149
8:30 AM	21	68	2	0	91	0	0	0	0	0	1	73	9	0	83	0	0	0	0	0	174
8:45 AM	16	88	2	0	106	0	0	0	0	0	1	53	1	0	55	1	0	0	0	1	162
Total	71	307	6	0	384	0	0	0	0	0	5	247	21	0	273	4	2	0	0	6	663
Grand Total	113	568	10	0	691	0	0	0	0	0	18	541	55	0	614	4	2	0	0	6	1311
Approach %	16.4	82.2	1.4	0.0		0.0	0.0	0.0	0.0		2.9	88.1	9.0	0.0		66.7	33.3	0.0	0.0		
Total %	8.6	43.3	0.8	0.0	52.7	0.0	0.0	0.0	0.0	0.0	1.4	41.3	4.2	0.0	46.8	0.3	0.2	0.0	0.0	0.5	
Exiting Leg Total					541					30					572					168	1311

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	9	65	1	0	75	0	0	0	0	0	4	88	7	0	99	0	0	0	0	0	174
7:30 AM	7	63	0	0	70	0	0	0	0	0	6	71	7	0	84	0	0	0	0	0	154
7:45 AM	16	81	2	0	99	0	0	0	0	0	2	72	16	0	90	0	0	0	0	0	189
8:00 AM	14	93	2	0	109	0	0	0	0	0	2	58	7	0	67	1	1	0	0	2	178
Total Volume	46	302	5	0	353	0	0	0	0	0	14	289	37	0	340	1	1	0	0	2	695
% Approach Total	13.0	85.6	1.4	0.0		0.0	0.0	0.0	0.0		4.1	85.0	10.9	0.0		50.0	50.0	0.0	0.0		
PHF	0.719	0.812	0.625	0.000	0.810	0.000	0.000	0.000	0.000	0.000	0.583	0.821	0.578	0.000	0.859	0.250	0.250	0.000	0.000	0.250	0.919
Entering Leg	46	302	5	0	353	0	0	0	0	0	14	289	37	0	340	1	1	0	0	2	695
Exiting Leg					289					20					303					83	695
Total					642					20					643					85	1390

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	0	0	8	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	16
7:15 AM	2	11	0	0	13	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	21
7:30 AM	1	5	0	0	6	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	17
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
Total	3	28	0	0	31	0	0	0	0	0	3	31	1	0	35	0	0	1	0	1	67
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
8:15 AM	0	10	0	0	10	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	18
8:30 AM	0	14	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16
8:45 AM	4	14	0	0	18	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	29
Total	5	44	0	0	49	0	0	0	0	0	1	24	0	0	25	0	0	1	0	1	75
Grand Total	8	72	0	0	80	0	0	0	0	0	4	55	1	0	60	0	0	2	0	2	142
Approach %	10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		6.7	91.7	1.7	0.0		0.0	0.0	100.0	0.0		
Total %	5.6	50.7	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	2.8	38.7	0.7	0.0	42.3	0.0	0.0	1.4	0.0	1.4	
Exiting Leg Total					57					4					72					9	142

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
8:15 AM	0	10	0	0	10	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	18
8:30 AM	0	14	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16
8:45 AM	4	14	0	0	18	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	29
Total Volume	5	44	0	0	49	0	0	0	0	0	1	24	0	0	25	0	0	1	0	1	75
% Approach Total	10.2	89.8	0.0	0.0		0.0	0.0	0.0	0.0		4.0	96.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.313	0.786	0.000	0.000	0.681	0.000	0.000	0.000	0.000	0.000	0.250	0.600	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.647
Entering Leg	5	44	0	0	49	0	0	0	0	0	1	24	0	0	25	0	0	1	0	1	75
Exiting Leg					25					1					44					5	75
Total					74					1					69					6	150

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
7:30 AM	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
7:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	3	15	0	0	18	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	22
8:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
8:15 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	4	11	0	0	15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	21
Grand Total	7	26	0	0	33	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	43
Approach %	21.2	78.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.0	10.0	0.0		0.0	0.0	0.0	0.0		
Total %	16.3	60.5	0.0	0.0	76.7	0.0	0.0	0.0	0.0	0.0	0.0	20.9	2.3	0.0	23.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					9					0					26					8	43

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
7:30 AM	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
7:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
8:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
Total Volume	3	16	0	0	19	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	25
% Approach Total	15.8	84.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.667	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.781
Entering Leg	3	16	0	0	19	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	25
Exiting Leg					5					0					16					4	25
Total					24					0					22					4	50

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:45 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	1	14	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
Grand Total	1	21	1	0	23	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	43
Approach %	4.3	91.3	4.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	2.3	48.8	2.3	0.0	53.5	0.0	0.0	0.0	0.0	0.0	0.0	46.5	0.0	0.0	46.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					20					1					21					1	43

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:45 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total Volume	1	14	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
% Approach Total	6.3	87.5	6.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.583	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.861
Entering Leg	1	14	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
Exiting Leg					15					1					14					1	31
Total					31					1					29					1	62

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					2					0	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Exiting Leg					6					0					1					0	7
Total					7					0					7					0	14

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							1							0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	4
Total	0	0	0	0	1	1	2	0	0	0	0	2	4	6	0	0	0	0	0	3	3	0	0	0	0	6	2	8	19
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	1	1	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3	1	4	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	1	0	0	0	0	5	5	10	0	0	0	0	2	3	5	0	0	0	0	5	3	8	24
Grand Total	0	0	0	0	1	2	3	0	0	0	0	7	9	16	0	0	0	0	2	6	8	0	0	0	0	11	5	16	43
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	43.8	56.3		0	0	0	0	25	75		0	0	0	0	68.8	31.3		
Total %	0	0	0	0	2.33	4.65	6.98	0	0	0	0	16.3	20.9	37.2	0	0	0	0	4.65	14	18.6	0	0	0	0	25.6	11.6	37.2	
Exiting Leg Total							3							16							8							16	43

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	4
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	1	1	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3	1	4	7
Total Volume	0	0	0	0	0	1	1	0	0	0	0	5	4	9	0	0	0	0	1	4	5	0	0	0	0	6	3	9	24
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.313	0.500	0.450	0.000	0.000	0.000	0.000	0.250	0.500	0.417	0.000	0.000	0.000	0.000	0.500	0.750	0.563	0.750
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	5	4	9	0	0	0	0	1	4	5	0	0	0	0	6	3	9	24
Exiting Leg							1							9							5							9	24
Total							2							18							10							18	48

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	17	121	0	0	138	0	0	0	0	0	1	51	3	0	55	2	1	4	0	7	200
4:15 PM	10	123	1	0	134	0	0	0	0	0	3	89	2	1	95	5	0	1	0	6	235
4:30 PM	25	124	0	1	150	0	0	0	0	0	3	85	2	0	90	5	1	3	0	9	249
4:45 PM	21	122	1	0	144	0	0	0	0	0	4	62	3	0	69	2	1	1	0	4	217
Total	73	490	2	1	566	0	0	0	0	0	11	287	10	1	309	14	3	9	0	26	901
5:00 PM	7	122	1	0	130	0	0	0	0	0	4	92	0	0	96	8	3	0	0	11	237
5:15 PM	13	129	0	0	142	0	0	0	0	0	4	69	3	0	76	13	4	4	0	21	239
5:30 PM	5	145	1	0	151	0	0	0	0	0	4	85	4	0	93	2	0	0	0	2	246
5:45 PM	11	121	2	0	134	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	205
Total	36	517	4	0	557	0	0	0	0	0	12	317	7	0	336	23	7	4	0	34	927
Grand Total	109	1007	6	1	1123	0	0	0	0	0	23	604	17	1	645	37	10	13	0	60	1828
Approach %	9.7	89.7	0.5	0.1		0.0	0.0	0.0	0.0		3.6	93.6	2.6	0.2		61.7	16.7	21.7	0.0		
Total %	6.0	55.1	0.3	0.1	61.4	0.0	0.0	0.0	0.0	0.0	1.3	33.0	0.9	0.1	35.3	2.0	0.5	0.7	0.0	3.3	
Exiting Leg Total					618					39					1045					126	1828
Cars	103	987	6	1	1097	0	0	0	0	0	23	594	17	1	635	37	10	13	0	60	1792
% Cars	94.5	98.0	100.0	100.0	97.7	0.0	0.0	0.0	0.0	0.0	100.0	98.3	100.0	100.0	98.4	100.0	100.0	100.0	0.0	100.0	98.0
Exiting Leg Total					608					39					1025					120	1792
Heavy Vehicles	6	20	0	0	26	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	36
% Heavy Vehicles	5.5	2.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total					10					0					20					6	36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	25	124	0	1	150	0	0	0	0	0	3	85	2	0	90	5	1	3	0	9	249
4:45 PM	21	122	1	0	144	0	0	0	0	0	4	62	3	0	69	2	1	1	0	4	217
5:00 PM	7	122	1	0	130	0	0	0	0	0	4	92	0	0	96	8	3	0	0	11	237
5:15 PM	13	129	0	0	142	0	0	0	0	0	4	69	3	0	76	13	4	4	0	21	239
Total Volume	66	497	2	1	566	0	0	0	0	0	15	308	8	0	331	28	9	8	0	45	942
% Approach Total	11.7	87.8	0.4	0.2		0.0	0.0	0.0	0.0		4.5	93.1	2.4	0.0		62.2	20.0	17.8	0.0		
PHF	0.660	0.963	0.500	0.250	0.943	0.000	0.000	0.000	0.000	0.000	0.938	0.837	0.667	0.000	0.862	0.538	0.563	0.500	0.000	0.536	0.946
Cars	63	487	2	1	553	0	0	0	0	0	15	304	8	0	327	28	9	8	0	45	925
Cars %	95.5	98.0	100.0	100.0	97.7	0.0	0.0	0.0	0.0	0.0	100.0	98.7	100.0	0.0	98.8	100.0	100.0	100.0	0.0	100.0	98.2
Heavy Vehicles	3	10	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	17
Heavy Vehicles %	4.5	2.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.8
Cars Enter Leg	63	487	2	1	553	0	0	0	0	0	15	304	8	0	327	28	9	8	0	45	925
Heavy Enter Leg	3	10	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	17
Total Entering Leg	66	497	2	1	566	0	0	0	0	0	15	308	8	0	331	28	9	8	0	45	942
Cars Exiting Leg					313					26					515					71	925
Heavy Exiting Leg					4					0					10					3	17
Total Exiting Leg					317					26					525					74	942

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	16	117	0	0	133	0	0	0	0	0	1	48	3	0	52	2	1	4	0	7	192
4:15 PM	10	120	1	0	131	0	0	0	0	0	3	87	2	1	93	5	0	1	0	6	230
4:30 PM	24	122	0	1	147	0	0	0	0	0	3	83	2	0	88	5	1	3	0	9	244
4:45 PM	20	118	1	0	139	0	0	0	0	0	4	61	3	0	68	2	1	1	0	4	211
Total	70	477	2	1	550	0	0	0	0	0	11	279	10	1	301	14	3	9	0	26	877
5:00 PM	7	121	1	0	129	0	0	0	0	0	4	91	0	0	95	8	3	0	0	11	235
5:15 PM	12	126	0	0	138	0	0	0	0	0	4	69	3	0	76	13	4	4	0	21	235
5:30 PM	4	143	1	0	148	0	0	0	0	0	4	84	4	0	92	2	0	0	0	2	242
5:45 PM	10	120	2	0	132	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	203
Total	33	510	4	0	547	0	0	0	0	0	12	315	7	0	334	23	7	4	0	34	915
Grand Total	103	987	6	1	1097	0	0	0	0	0	23	594	17	1	635	37	10	13	0	60	1792
Approach %	9.4	90.0	0.5	0.1		0.0	0.0	0.0	0.0		3.6	93.5	2.7	0.2		61.7	16.7	21.7	0.0		
Total %	5.7	55.1	0.3	0.1	61.2	0.0	0.0	0.0	0.0	0.0	1.3	33.1	0.9	0.1	35.4	2.1	0.6	0.7	0.0	3.3	
Exiting Leg Total					608					39					1025					120	1792

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	24	122	0	1	147	0	0	0	0	0	3	83	2	0	88	5	1	3	0	9	244
4:45 PM	20	118	1	0	139	0	0	0	0	0	4	61	3	0	68	2	1	1	0	4	211
5:00 PM	7	121	1	0	129	0	0	0	0	0	4	91	0	0	95	8	3	0	0	11	235
5:15 PM	12	126	0	0	138	0	0	0	0	0	4	69	3	0	76	13	4	4	0	21	235
Total Volume	63	487	2	1	553	0	0	0	0	0	15	304	8	0	327	28	9	8	0	45	925
% Approach Total	11.4	88.1	0.4	0.2		0.0	0.0	0.0	0.0		4.6	93.0	2.4	0.0		62.2	20.0	17.8	0.0		
PHF	0.656	0.966	0.500	0.250	0.940	0.000	0.000	0.000	0.000	0.000	0.938	0.835	0.667	0.000	0.861	0.538	0.563	0.500	0.000	0.536	0.948
Entering Leg	63	487	2	1	553	0	0	0	0	0	15	304	8	0	327	28	9	8	0	45	925
Exiting Leg					313					26					515					71	925
Total					866					26					842					116	1850

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	3	13	0	0	16	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	24
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	7	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
Grand Total	6	20	0	0	26	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	36
Approach %	23.1	76.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	16.7	55.6	0.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					0					20					6	36
Buses	5	8	0	0	13	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	18
% Buses	83.3	40.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total					5					0					8					5	18
Single-Unit Trucks	1	11	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
% Single-Unit	16.7	55.0	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47.2
Exiting Leg Total					5					0					11					1	17
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	5.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total Volume	3	13	0	0	16	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	24
% Approach Total	18.8	81.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.813	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.750
Buses	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Buses %	100.0	38.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Single-Unit %	0.0	53.8	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	7.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Buses	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	3	13	0	0	16	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	24
Buses					4					0					5					3	12
Single-Unit Trucks					4					0					7					0	11
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					8					0					13					3	24

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	14	105	0	0	119	0	0	0	0	0	1	46	3	0	50	2	1	4	0	7	176
4:15 PM	10	107	1	0	118	0	0	0	0	0	3	76	2	1	82	5	0	1	0	6	206
4:30 PM	19	106	0	1	126	0	0	0	0	0	3	75	2	0	80	4	1	3	0	8	214
4:45 PM	19	108	1	0	128	0	0	0	0	0	3	52	3	0	58	2	1	1	0	4	190
Total	62	426	2	1	491	0	0	0	0	0	10	249	10	1	270	13	3	9	0	25	786
5:00 PM	6	101	1	0	108	0	0	0	0	0	3	85	0	0	88	7	3	0	0	10	206
5:15 PM	12	114	0	0	126	0	0	0	0	0	4	62	3	0	69	13	4	4	0	21	216
5:30 PM	4	128	1	0	133	0	0	0	0	0	4	77	4	0	85	2	0	0	0	2	220
5:45 PM	10	105	2	0	117	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	184
Total	32	448	4	0	484	0	0	0	0	0	11	291	7	0	309	22	7	4	0	33	826
Grand Total	94	874	6	1	975	0	0	0	0	0	21	540	17	1	579	35	10	13	0	58	1612
Approach %	9.6	89.6	0.6	0.1		0.0	0.0	0.0	0.0		3.6	93.3	2.9	0.2		60.3	17.2	22.4	0.0		
Total %	5.8	54.2	0.4	0.1	60.5	0.0	0.0	0.0	0.0	0.0	1.3	33.5	1.1	0.1	35.9	2.2	0.6	0.8	0.0	3.6	
Exiting Leg Total					554					37					910					111	1612

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	19	108	1	0	128	0	0	0	0	0	3	52	3	0	58	2	1	1	0	4	190
5:00 PM	6	101	1	0	108	0	0	0	0	0	3	85	0	0	88	7	3	0	0	10	206
5:15 PM	12	114	0	0	126	0	0	0	0	0	4	62	3	0	69	13	4	4	0	21	216
5:30 PM	4	128	1	0	133	0	0	0	0	0	4	77	4	0	85	2	0	0	0	2	220
Total Volume	41	451	3	0	495	0	0	0	0	0	14	276	10	0	300	24	8	5	0	37	832
% Approach Total	8.3	91.1	0.6	0.0		0.0	0.0	0.0	0.0		4.7	92.0	3.3	0.0		64.9	21.6	13.5	0.0		
PHF	0.539	0.881	0.750	0.000	0.930	0.000	0.000	0.000	0.000	0.000	0.875	0.812	0.625	0.000	0.852	0.462	0.500	0.313	0.000	0.440	0.945
Entering Leg	41	451	3	0	495	0	0	0	0	0	14	276	10	0	300	24	8	5	0	37	832
Exiting Leg					281					25					475					51	832
Total					776					25					775					88	1664

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	12	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16
4:15 PM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
4:30 PM	4	16	0	0	20	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	29
4:45 PM	1	10	0	0	11	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	21
Total	7	51	0	0	58	0	0	0	0	0	1	30	0	0	31	1	0	0	0	1	90
5:00 PM	1	20	0	0	21	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	29
5:15 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
5:30 PM	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	21
5:45 PM	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	19
Total	1	62	0	0	63	0	0	0	0	0	1	23	0	0	24	1	0	0	0	1	88
Grand Total	8	113	0	0	121	0	0	0	0	0	2	53	0	0	55	2	0	0	0	2	178
Approach %	6.6	93.4	0.0	0.0		0.0	0.0	0.0	0.0		3.6	96.4	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	4.5	63.5	0.0	0.0	68.0	0.0	0.0	0.0	0.0	0.0	1.1	29.8	0.0	0.0	30.9	1.1	0.0	0.0	0.0	1.1	
Exiting Leg Total					53					2					115					8	178

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
4:30 PM	4	16	0	0	20	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	29
4:45 PM	1	10	0	0	11	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	21
5:00 PM	1	20	0	0	21	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	29
Total Volume	6	59	0	0	65	0	0	0	0	0	2	34	0	0	36	2	0	0	0	2	103
% Approach Total	9.2	90.8	0.0	0.0		0.0	0.0	0.0	0.0		5.6	94.4	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.375	0.738	0.000	0.000	0.774	0.000	0.000	0.000	0.000	0.000	0.500	0.773	0.000	0.000	0.818	0.500	0.000	0.000	0.000	0.500	0.888
Entering Leg	6	59	0	0	65	0	0	0	0	0	2	34	0	0	36	2	0	0	0	2	103
Exiting Leg					34					2					61					6	103
Total					99					2					97					8	206

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Grand Total	5	8	0	0	13	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	18
Approach %	38.5	61.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	27.8	44.4	0.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					8					5	18

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
% Approach Total	37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.625	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Exiting Leg					4					0					5					3	12
Total					12					0					9					3	24

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Grand Total	1	11	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
Approach %	8.3	91.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.9	64.7	0.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					11					1	17

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Exiting Leg					4					0					7					0	11
Total					11					0					11					0	22

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Lincoln Street from East					Monticello Street from South					Lincoln Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					1					0	1
Total					1					0					1					0	2

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	3
Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							1							2							0	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	3
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
Exiting Leg							1							1							2							0	4
Total							2							2							4							0	8

PDI File #: **186458-13**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Lincoln Street W: Lincoln Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	6
Total	0	0	0	0	0	1	1	0	0	0	0	3	5	8	0	0	0	0	0	1	1	0	0	0	0	3	6	9	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	1	5	6	10
Total	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	0	0	0	0	1	9	10	20
Grand Total	0	0	0	0	0	1	1	0	0	0	0	7	9	16	0	0	0	0	0	3	3	0	0	0	0	4	15	19	39
Approach %	0	0	0	0	0	100		0	0	0	0	43.8	56.3		0	0	0	0	0	100		0	0	0	0	21.1	78.9		
Total %	0	0	0	0	0	2.56	2.56	0	0	0	0	17.9	23.1	41	0	0	0	0	0	7.69	7.69	0	0	0	0	10.3	38.5	48.7	
Exiting Leg Total							1							16							3							19	39

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North							Lincoln Street from East							Monticello Street from South							Lincoln Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	1	5	6	10
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	0	0	0	0	1	9	10	20
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	10.0	90.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.450	0.417	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	0	0	0	0	1	9	10	20
Exiting Leg							0							8							2							10	20
Total							0							16							4							20	40

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	62	0	0	62	10	53	11	0	74	0	64	1	0	65	0	0	0	0	0	201
7:15 AM	0	79	0	0	79	18	58	17	0	93	0	87	4	0	91	0	0	0	0	0	263
7:30 AM	2	75	0	0	77	19	82	18	0	119	0	88	6	0	94	0	0	0	0	0	290
7:45 AM	3	84	0	0	87	26	109	42	0	177	0	71	15	0	86	0	0	0	0	0	350
Total	5	300	0	0	305	73	302	88	0	463	0	310	26	0	336	0	0	0	0	0	1104
8:00 AM	2	105	0	0	107	18	101	24	0	143	0	54	2	0	56	0	0	0	0	0	306
8:15 AM	2	81	0	0	83	13	84	36	0	133	0	69	3	0	72	0	0	0	0	0	288
8:30 AM	4	78	0	0	82	13	69	36	0	118	0	76	3	0	79	0	0	0	0	0	279
8:45 AM	4	101	0	0	105	15	81	32	0	128	0	54	6	0	60	0	0	0	0	0	293
Total	12	365	0	0	377	59	335	128	0	522	0	253	14	0	267	0	0	0	0	0	1166
Grand Total	17	665	0	0	682	132	637	216	0	985	0	563	40	0	603	0	0	0	0	0	2270
Approach %	2.5	97.5	0.0	0.0		13.4	64.7	21.9	0.0		0.0	93.4	6.6	0.0		0.0	0.0	0.0	0.0		
Total %	0.7	29.3	0.0	0.0	30.0	5.8	28.1	9.5	0.0	43.4	0.0	24.8	1.8	0.0	26.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					695					0					881					694	2270
Cars	17	615	0	0	632	126	614	214	0	954	0	533	39	0	572	0	0	0	0	0	2158
% Cars	100.0	92.5	0.0	0.0	92.7	95.5	96.4	99.1	0.0	96.9	0.0	94.7	97.5	0.0	94.9	0.0	0.0	0.0	0.0	0.0	95.1
Exiting Leg Total					659					0					829					670	2158
Heavy Vehicles	0	50	0	0	50	6	23	2	0	31	0	30	1	0	31	0	0	0	0	0	112
% Heavy Vehicles	0.0	7.5	0.0	0.0	7.3	4.5	3.6	0.9	0.0	3.1	0.0	5.3	2.5	0.0	5.1	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total					36					0					52					24	112

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	75	0	0	77	19	82	18	0	119	0	88	6	0	94	0	0	0	0	0	290
7:45 AM	3	84	0	0	87	26	109	42	0	177	0	71	15	0	86	0	0	0	0	0	350
8:00 AM	2	105	0	0	107	18	101	24	0	143	0	54	2	0	56	0	0	0	0	0	306
8:15 AM	2	81	0	0	83	13	84	36	0	133	0	69	3	0	72	0	0	0	0	0	288
Total Volume	9	345	0	0	354	76	376	120	0	572	0	282	26	0	308	0	0	0	0	0	1234
% Approach Total	2.5	97.5	0.0	0.0		13.3	65.7	21.0	0.0		0.0	91.6	8.4	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.821	0.000	0.000	0.827	0.731	0.862	0.714	0.000	0.808	0.000	0.801	0.433	0.000	0.819	0.000	0.000	0.000	0.000	0.000	0.881
Cars	9	316	0	0	325	73	365	120	0	558	0	263	25	0	288	0	0	0	0	0	1171
Cars %	100.0	91.6	0.0	0.0	91.8	96.1	97.1	100.0	0.0	97.6	0.0	93.3	96.2	0.0	93.5	0.0	0.0	0.0	0.0	0.0	94.9
Heavy Vehicles	0	29	0	0	29	3	11	0	0	14	0	19	1	0	20	0	0	0	0	0	63
Heavy Vehicles %	0.0	8.4	0.0	0.0	8.2	3.9	2.9	0.0	0.0	2.4	0.0	6.7	3.8	0.0	6.5	0.0	0.0	0.0	0.0	0.0	5.1
Cars Enter Leg	9	316	0	0	325	73	365	120	0	558	0	263	25	0	288	0	0	0	0	0	1171
Heavy Enter Leg	0	29	0	0	29	3	11	0	0	14	0	19	1	0	20	0	0	0	0	0	63
Total Entering Leg	9	345	0	0	354	76	376	120	0	572	0	282	26	0	308	0	0	0	0	0	1234
Cars Exiting Leg					336					0					436					399	1171
Heavy Exiting Leg					22					0					29					12	63
Total Exiting Leg					358					0					465					411	1234

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	60	0	0	60	10	51	11	0	72	0	62	1	0	63	0	0	0	0	0	195
7:15 AM	0	72	0	0	72	18	55	17	0	90	0	86	4	0	90	0	0	0	0	0	252
7:30 AM	2	67	0	0	69	19	80	18	0	117	0	81	5	0	86	0	0	0	0	0	272
7:45 AM	3	80	0	0	83	25	106	42	0	173	0	68	15	0	83	0	0	0	0	0	339
Total	5	279	0	0	284	72	292	88	0	452	0	297	25	0	322	0	0	0	0	0	1058
8:00 AM	2	96	0	0	98	17	97	24	0	138	0	51	2	0	53	0	0	0	0	0	289
8:15 AM	2	73	0	0	75	12	82	36	0	130	0	63	3	0	66	0	0	0	0	0	271
8:30 AM	4	73	0	0	77	13	66	34	0	113	0	70	3	0	73	0	0	0	0	0	263
8:45 AM	4	94	0	0	98	12	77	32	0	121	0	52	6	0	58	0	0	0	0	0	277
Total	12	336	0	0	348	54	322	126	0	502	0	236	14	0	250	0	0	0	0	0	1100
Grand Total	17	615	0	0	632	126	614	214	0	954	0	533	39	0	572	0	0	0	0	0	2158
Approach %	2.7	97.3	0.0	0.0		13.2	64.4	22.4	0.0		0.0	93.2	6.8	0.0		0.0	0.0	0.0	0.0		
Total %	0.8	28.5	0.0	0.0	29.3	5.8	28.5	9.9	0.0	44.2	0.0	24.7	1.8	0.0	26.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					659					0					829					670	2158

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	67	0	0	69	19	80	18	0	117	0	81	5	0	86	0	0	0	0	0	272
7:45 AM	3	80	0	0	83	25	106	42	0	173	0	68	15	0	83	0	0	0	0	0	339
8:00 AM	2	96	0	0	98	17	97	24	0	138	0	51	2	0	53	0	0	0	0	0	289
8:15 AM	2	73	0	0	75	12	82	36	0	130	0	63	3	0	66	0	0	0	0	0	271
Total Volume	9	316	0	0	325	73	365	120	0	558	0	263	25	0	288	0	0	0	0	0	1171
% Approach Total	2.8	97.2	0.0	0.0		13.1	65.4	21.5	0.0		0.0	91.3	8.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.823	0.000	0.000	0.829	0.730	0.861	0.714	0.000	0.806	0.000	0.812	0.417	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.864
Entering Leg	9	316	0	0	325	73	365	120	0	558	0	263	25	0	288	0	0	0	0	0	1171
Exiting Leg					336					0					436					399	1171
Total					661					558					724					399	2342

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
7:15 AM	0	7	0	0	7	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	11
7:30 AM	0	8	0	0	8	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	18
7:45 AM	0	4	0	0	4	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	11
Total	0	21	0	0	21	1	10	0	0	11	0	13	1	0	14	0	0	0	0	0	46
8:00 AM	0	9	0	0	9	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	17
8:15 AM	0	8	0	0	8	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	17
8:30 AM	0	5	0	0	5	0	3	2	0	5	0	6	0	0	6	0	0	0	0	0	16
8:45 AM	0	7	0	0	7	3	4	0	0	7	0	2	0	0	2	0	0	0	0	0	16
Total	0	29	0	0	29	5	13	2	0	20	0	17	0	0	17	0	0	0	0	0	66
Grand Total	0	50	0	0	50	6	23	2	0	31	0	30	1	0	31	0	0	0	0	0	112
Approach %	0.0	100.0	0.0	0.0		19.4	74.2	6.5	0.0		0.0	96.8	3.2	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	44.6	0.0	0.0	44.6	5.4	20.5	1.8	0.0	27.7	0.0	26.8	0.9	0.0	27.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					36					0					52					24	112
Buses	0	27	0	0	27	3	15	0	0	18	0	7	0	0	7	0	0	0	0	0	52
% Buses	0.0	54.0	0.0	0.0	54.0	50.0	65.2	0.0	0.0	58.1	0.0	23.3	0.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	46.4
Exiting Leg Total					10					0					27					15	52
Single-Unit Trucks	0	20	0	0	20	2	7	2	0	11	0	18	1	0	19	0	0	0	0	0	50
% Single-Unit	0.0	40.0	0.0	0.0	40.0	33.3	30.4	100.0	0.0	35.5	0.0	60.0	100.0	0.0	61.3	0.0	0.0	0.0	0.0	0.0	44.6
Exiting Leg Total					20					0					22					8	50
Articulated Trucks	0	3	0	0	3	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	10
% Articulated	0.0	6.0	0.0	0.0	6.0	16.7	4.3	0.0	0.0	6.5	0.0	16.7	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	8.9
Exiting Leg Total					6					0					3					1	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	9	0	0	9	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	17
8:15 AM	0	8	0	0	8	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	17
8:30 AM	0	5	0	0	5	0	3	2	0	5	0	6	0	0	6	0	0	0	0	0	16
8:45 AM	0	7	0	0	7	3	4	0	0	7	0	2	0	0	2	0	0	0	0	0	16
Total Volume	0	29	0	0	29	5	13	2	0	20	0	17	0	0	17	0	0	0	0	0	66
% Approach Total	0.0	100.0	0.0	0.0		25.0	65.0	10.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.806	0.000	0.000	0.806	0.417	0.813	0.250	0.000	0.714	0.000	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.971
Buses	0	12	0	0	12	2	8	0	0	10	0	4	0	0	4	0	0	0	0	0	26
Buses %	0.0	41.4	0.0	0.0	41.4	40.0	61.5	0.0	0.0	50.0	0.0	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	39.4
Single-Unit Trucks	0	14	0	0	14	2	5	2	0	9	0	11	0	0	11	0	0	0	0	0	34
Single-Unit %	0.0	48.3	0.0	0.0	48.3	40.0	38.5	100.0	0.0	45.0	0.0	64.7	0.0	0.0	64.7	0.0	0.0	0.0	0.0	0.0	51.5
Articulated Trucks	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Articulated %	0.0	10.3	0.0	0.0	10.3	20.0	0.0	0.0	0.0	5.0	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	9.1
Buses	0	12	0	0	12	2	8	0	0	10	0	4	0	0	4	0	0	0	0	0	26
Single-Unit Trucks	0	14	0	0	14	2	5	2	0	9	0	11	0	0	11	0	0	0	0	0	34
Articulated Trucks	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Total Entering Leg	0	29	0	0	29	5	13	2	0	20	0	17	0	0	17	0	0	0	0	0	66
Buses					6					0					12					8	26
Single-Unit Trucks					13					0					16					5	34
Articulated Trucks					3					0					3					0	6
Total Exiting Leg					22					0					31					13	66

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	52	0	0	52	8	43	9	0	60	0	57	1	0	58	0	0	0	0	0	170
7:15 AM	0	61	0	0	61	17	49	14	0	80	0	78	3	0	81	0	0	0	0	0	222
7:30 AM	2	60	0	0	62	17	70	18	0	105	0	73	4	0	77	0	0	0	0	0	244
7:45 AM	3	75	0	0	78	23	94	40	0	157	0	62	10	0	72	0	0	0	0	0	307
Total	5	248	0	0	253	65	256	81	0	402	0	270	18	0	288	0	0	0	0	0	943
8:00 AM	1	92	0	0	93	16	86	23	0	125	0	48	2	0	50	0	0	0	0	0	268
8:15 AM	2	63	0	0	65	12	73	33	0	118	0	55	2	0	57	0	0	0	0	0	240
8:30 AM	4	61	0	0	65	13	62	31	0	106	0	65	2	0	67	0	0	0	0	0	238
8:45 AM	4	84	0	0	88	10	66	29	0	105	0	45	4	0	49	0	0	0	0	0	242
Total	11	300	0	0	311	51	287	116	0	454	0	213	10	0	223	0	0	0	0	0	988
Grand Total	16	548	0	0	564	116	543	197	0	856	0	483	28	0	511	0	0	0	0	0	1931
Approach %	2.8	97.2	0.0	0.0		13.6	63.4	23.0	0.0		0.0	94.5	5.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.8	28.4	0.0	0.0	29.2	6.0	28.1	10.2	0.0	44.3	0.0	25.0	1.5	0.0	26.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					599					0					745					587	1931

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	60	0	0	62	17	70	18	0	105	0	73	4	0	77	0	0	0	0	0	244
7:45 AM	3	75	0	0	78	23	94	40	0	157	0	62	10	0	72	0	0	0	0	0	307
8:00 AM	1	92	0	0	93	16	86	23	0	125	0	48	2	0	50	0	0	0	0	0	268
8:15 AM	2	63	0	0	65	12	73	33	0	118	0	55	2	0	57	0	0	0	0	0	240
Total Volume	8	290	0	0	298	68	323	114	0	505	0	238	18	0	256	0	0	0	0	0	1059
% Approach Total	2.7	97.3	0.0	0.0		13.5	64.0	22.6	0.0		0.0	93.0	7.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.667	0.788	0.000	0.000	0.801	0.739	0.859	0.713	0.000	0.804	0.000	0.815	0.450	0.000	0.831	0.000	0.000	0.000	0.000	0.000	0.862
Entering Leg	8	290	0	0	298	68	323	114	0	505	0	238	18	0	256	0	0	0	0	0	1059
Exiting Leg					306					0					404					349	1059
Total					604					505					660					349	2118

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	0	0	8	2	8	2	0	12	0	5	0	0	5	0	0	0	0	0	25
7:15 AM	0	10	0	0	10	1	6	3	0	10	0	8	1	0	9	0	0	0	0	0	29
7:30 AM	0	7	0	0	7	2	10	0	0	12	0	7	1	0	8	0	0	0	0	0	27
7:45 AM	0	5	0	0	5	2	12	2	0	16	0	6	5	0	11	0	0	0	0	0	32
Total	0	30	0	0	30	7	36	7	0	50	0	26	7	0	33	0	0	0	0	0	113
8:00 AM	1	4	0	0	5	1	11	1	0	13	0	3	0	0	3	0	0	0	0	0	21
8:15 AM	0	10	0	0	10	0	9	3	0	12	0	8	1	0	9	0	0	0	0	0	31
8:30 AM	0	12	0	0	12	0	4	3	0	7	0	5	1	0	6	0	0	0	0	0	25
8:45 AM	0	10	0	0	10	2	10	3	0	15	0	7	2	0	9	0	0	0	0	0	34
Total	1	36	0	0	37	3	34	10	0	47	0	23	4	0	27	0	0	0	0	0	111
Grand Total	1	66	0	0	67	10	70	17	0	97	0	49	11	0	60	0	0	0	0	0	224
Approach %	1.5	98.5	0.0	0.0		10.3	72.2	17.5	0.0		0.0	81.7	18.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.4	29.5	0.0	0.0	29.9	4.5	31.3	7.6	0.0	43.3	0.0	21.9	4.9	0.0	26.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					59					0					83					82	224

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	0	0	8	2	8	2	0	12	0	5	0	0	5	0	0	0	0	0	25
7:15 AM	0	10	0	0	10	1	6	3	0	10	0	8	1	0	9	0	0	0	0	0	29
7:30 AM	0	7	0	0	7	2	10	0	0	12	0	7	1	0	8	0	0	0	0	0	27
7:45 AM	0	5	0	0	5	2	12	2	0	16	0	6	5	0	11	0	0	0	0	0	32
Total Volume	0	30	0	0	30	7	36	7	0	50	0	26	7	0	33	0	0	0	0	0	113
% Approach Total	0.0	100.0	0.0	0.0		14.0	72.0	14.0	0.0		0.0	78.8	21.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.875	0.750	0.583	0.000	0.781	0.000	0.813	0.350	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.883
Entering Leg	0	30	0	0	30	7	36	7	0	50	0	26	7	0	33	0	0	0	0	0	113
Exiting Leg					33					0					37					43	113
Total					63					50					70					43	226

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	5	0	0	5	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	8
7:30 AM	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	7
7:45 AM	0	4	0	0	4	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	9
Total	0	15	0	0	15	1	7	0	0	8	0	3	0	0	3	0	0	0	0	0	26
8:00 AM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	0	5	0	0	5	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Total	0	12	0	0	12	2	8	0	0	10	0	4	0	0	4	0	0	0	0	0	26
Grand Total	0	27	0	0	27	3	15	0	0	18	0	7	0	0	7	0	0	0	0	0	52
Approach %	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	51.9	0.0	0.0	51.9	5.8	28.8	0.0	0.0	34.6	0.0	13.5	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					0					27					15	52

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	5	0	0	5	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	8
7:30 AM	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	7
7:45 AM	0	4	0	0	4	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	9
8:00 AM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	7
Total Volume	0	16	0	0	16	2	9	0	0	11	0	4	0	0	4	0	0	0	0	0	31
% Approach Total	0.0	100.0	0.0	0.0		18.2	81.8	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.800	0.000	0.000	0.800	0.500	0.750	0.000	0.000	0.688	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.861
Entering Leg	0	16	0	0	16	2	9	0	0	11	0	4	0	0	4	0	0	0	0	0	31
Exiting Leg					6					0					16					9	31
Total					22					11					20					9	62

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	6	0	0	6	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	16
8:00 AM	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	9
8:15 AM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
8:30 AM	0	3	0	0	3	0	2	2	0	4	0	5	0	0	5	0	0	0	0	0	12
8:45 AM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
Total	0	14	0	0	14	2	5	2	0	9	0	11	0	0	11	0	0	0	0	0	34
Grand Total	0	20	0	0	20	2	7	2	0	11	0	18	1	0	19	0	0	0	0	0	50
Approach %	0.0	100.0	0.0	0.0		18.2	63.6	18.2	0.0		0.0	94.7	5.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	4.0	14.0	4.0	0.0	22.0	0.0	36.0	2.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					20					0					22					8	50

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	9
8:15 AM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
8:30 AM	0	3	0	0	3	0	2	2	0	4	0	5	0	0	5	0	0	0	0	0	12
8:45 AM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
Total Volume	0	14	0	0	14	2	5	2	0	9	0	11	0	0	11	0	0	0	0	0	34
% Approach Total	0.0	100.0	0.0	0.0		22.2	55.6	22.2	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.250	0.625	0.250	0.000	0.563	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.708
Entering Leg	0	14	0	0	14	2	5	2	0	9	0	11	0	0	11	0	0	0	0	0	34
Exiting Leg					13					0					16					5	34
Total					27					9					27					5	68

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	3	0	0	3	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	10.0	10.0	0.0	0.0	20.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					3					1	10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	2	0	0	2	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.563
Entering Leg	0	2	0	0	2	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	9
Exiting Leg					6					0					2					1	9
Total					8					2					7					1	18

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total							0							0							0							1	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg							0							0							0							1	1
Total							0							0							0							2	2

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	5	1	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	1	4	5	0	0	0	0	0	3	3	0	0	0	0	2	2	4	13
7:30 AM	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	0	4	4	0	0	0	0	1	3	4	15
7:45 AM	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	4	3	7	0	0	0	0	3	3	6	20
Total	0	0	0	0	9	10	19	0	0	0	0	2	7	9	0	0	0	0	4	10	14	0	0	0	0	13	8	21	63
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
8:30 AM	0	0	0	0	2	2	4	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	6	2	8	15
8:45 AM	0	0	0	0	8	6	14	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	8	3	11	27
Total	0	0	0	0	10	9	19	0	0	0	0	3	3	6	0	0	0	0	1	2	3	0	0	0	0	18	7	25	53
Grand Total	0	0	0	0	19	19	38	0	0	0	0	5	10	15	0	0	0	0	5	12	17	0	0	0	0	31	15	46	116
Approach %	0	0	0	0	50	50		0	0	0	0	33.3	66.7		0	0	0	0	29.4	70.6		0	0	0	0	67.4	32.6		
Total %	0	0	0	0	16.4	16.4	32.8	0	0	0	0	4.31	8.62	12.9	0	0	0	0	4.31	10.3	14.7	0	0	0	0	26.7	12.9	39.7	
Exiting Leg Total							38							15							17							46	116

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	5	1	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	1	4	5	0	0	0	0	0	3	3	0	0	0	0	2	2	4	13
7:30 AM	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	0	4	4	0	0	0	0	1	3	4	15
7:45 AM	0	0	0	0	2	4	6	0	0	0	0	0	1	1	0	0	0	0	4	3	7	0	0	0	0	3	3	6	20
Total Volume	0	0	0	0	9	10	19	0	0	0	0	2	7	9	0	0	0	0	4	10	14	0	0	0	0	13	8	21	63
% Approach Total	0.0	0.0	0.0	0.0	47.4	52.6		0.0	0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	61.9	38.1		
PHF	0.000	0.000	0.000	0.000	0.450	0.625	0.792	0.000	0.000	0.000	0.000	0.500	0.438	0.450	0.000	0.000	0.000	0.000	0.250	0.625	0.500	0.000	0.000	0.000	0.000	0.464	0.667	0.750	0.788
Entering Leg	0	0	0	0	9	10	19	0	0	0	0	2	7	9	0	0	0	0	4	10	14	0	0	0	0	13	8	21	63
Exiting Leg							19							9							14							21	63
Total							38							18							28							42	126

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	116	0	0	120	10	80	27	0	117	0	43	8	0	51	0	0	0	0	0	288
4:15 PM	2	125	0	0	127	10	84	31	0	125	0	81	10	0	91	0	0	0	0	0	343
4:30 PM	1	125	0	0	126	11	83	25	0	119	0	79	4	0	83	0	0	0	0	0	328
4:45 PM	0	120	0	0	120	10	76	19	0	105	0	56	4	0	60	0	0	0	0	0	285
Total	7	486	0	0	493	41	323	102	0	466	0	259	26	0	285	0	0	0	0	0	1244
5:00 PM	1	127	0	0	128	13	79	18	0	110	0	89	8	0	97	0	0	0	0	0	335
5:15 PM	1	139	0	1	141	9	88	21	0	118	0	65	9	0	74	0	0	0	0	0	333
5:30 PM	3	145	0	0	148	14	63	13	0	90	0	77	9	0	86	0	0	0	0	0	324
5:45 PM	2	119	0	1	122	8	76	19	0	103	0	64	3	0	67	0	0	0	0	0	292
Total	7	530	0	2	539	44	306	71	0	421	0	295	29	0	324	0	0	0	0	0	1284
Grand Total	14	1016	0	2	1032	85	629	173	0	887	0	554	55	0	609	0	0	0	0	0	2528
Approach %	1.4	98.4	0.0	0.2		9.6	70.9	19.5	0.0		0.0	91.0	9.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.6	40.2	0.0	0.1	40.8	3.4	24.9	6.8	0.0	35.1	0.0	21.9	2.2	0.0	24.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					641					0					1189					698	2528
Cars	14	997	0	2	1013	84	620	168	0	872	0	547	54	0	601	0	0	0	0	0	2486
% Cars	100.0	98.1	0.0	100.0	98.2	98.8	98.6	97.1	0.0	98.3	0.0	98.7	98.2	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.3
Exiting Leg Total					633					0					1165					688	2486
Heavy Vehicles	0	19	0	0	19	1	9	5	0	15	0	7	1	0	8	0	0	0	0	0	42
% Heavy Vehicles	0.0	1.9	0.0	0.0	1.8	1.2	1.4	2.9	0.0	1.7	0.0	1.3	1.8	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.7
Exiting Leg Total					8					0					24					10	42

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	2	125	0	0	127	10	84	31	0	125	0	81	10	0	91	0	0	0	0	0	343
4:30 PM	1	125	0	0	126	11	83	25	0	119	0	79	4	0	83	0	0	0	0	0	328
4:45 PM	0	120	0	0	120	10	76	19	0	105	0	56	4	0	60	0	0	0	0	0	285
5:00 PM	1	127	0	0	128	13	79	18	0	110	0	89	8	0	97	0	0	0	0	0	335
Total Volume	4	497	0	0	501	44	322	93	0	459	0	305	26	0	331	0	0	0	0	0	1291
% Approach Total	0.8	99.2	0.0	0.0		9.6	70.2	20.3	0.0		0.0	92.1	7.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.978	0.000	0.000	0.979	0.846	0.958	0.750	0.000	0.918	0.000	0.857	0.650	0.000	0.853	0.000	0.000	0.000	0.000	0.000	0.941
Cars	4	488	0	0	492	43	318	89	0	450	0	301	25	0	326	0	0	0	0	0	1268
Cars %	100.0	98.2	0.0	0.0	98.2	97.7	98.8	95.7	0.0	98.0	0.0	98.7	96.2	0.0	98.5	0.0	0.0	0.0	0.0	0.0	98.2
Heavy Vehicles	0	9	0	0	9	1	4	4	0	9	0	4	1	0	5	0	0	0	0	0	23
Heavy Vehicles %	0.0	1.8	0.0	0.0	1.8	2.3	1.2	4.3	0.0	2.0	0.0	1.3	3.8	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.8
Cars Enter Leg	4	488	0	0	492	43	318	89	0	450	0	301	25	0	326	0	0	0	0	0	1268
Heavy Enter Leg	0	9	0	0	9	1	4	4	0	9	0	4	1	0	5	0	0	0	0	0	23
Total Entering Leg	4	497	0	0	501	44	322	93	0	459	0	305	26	0	331	0	0	0	0	0	1291
Cars Exiting Leg					344					0					577					347	1268
Heavy Exiting Leg					5					0					13					5	23
Total Exiting Leg					349					0					590					352	1291

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	4	111	0	0	115	10	78	26	0	114	0	41	8	0	49	0	0	0	0	0	278
4:15 PM	2	122	0	0	124	10	83	29	0	122	0	79	10	0	89	0	0	0	0	0	335
4:30 PM	1	122	0	0	123	10	81	23	0	114	0	78	4	0	82	0	0	0	0	0	319
4:45 PM	0	118	0	0	118	10	75	19	0	104	0	56	4	0	60	0	0	0	0	0	282
Total	7	473	0	0	480	40	317	97	0	454	0	254	26	0	280	0	0	0	0	0	1214
5:00 PM	1	126	0	0	127	13	79	18	0	110	0	88	7	0	95	0	0	0	0	0	332
5:15 PM	1	137	0	1	139	9	87	21	0	117	0	65	9	0	74	0	0	0	0	0	330
5:30 PM	3	143	0	0	146	14	63	13	0	90	0	76	9	0	85	0	0	0	0	0	321
5:45 PM	2	118	0	1	121	8	74	19	0	101	0	64	3	0	67	0	0	0	0	0	289
Total	7	524	0	2	533	44	303	71	0	418	0	293	28	0	321	0	0	0	0	0	1272
Grand Total	14	997	0	2	1013	84	620	168	0	872	0	547	54	0	601	0	0	0	0	0	2486
Approach %	1.4	98.4	0.0	0.2		9.6	71.1	19.3	0.0		0.0	91.0	9.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.6	40.1	0.0	0.1	40.7	3.4	24.9	6.8	0.0	35.1	0.0	22.0	2.2	0.0	24.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					633					0					1165					688	2486

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	126	0	0	127	13	79	18	0	110	0	88	7	0	95	0	0	0	0	0	332
5:15 PM	1	137	0	1	139	9	87	21	0	117	0	65	9	0	74	0	0	0	0	0	330
5:30 PM	3	143	0	0	146	14	63	13	0	90	0	76	9	0	85	0	0	0	0	0	321
5:45 PM	2	118	0	1	121	8	74	19	0	101	0	64	3	0	67	0	0	0	0	0	289
Total Volume	7	524	0	2	533	44	303	71	0	418	0	293	28	0	321	0	0	0	0	0	1272
% Approach Total	1.3	98.3	0.0	0.4		10.5	72.5	17.0	0.0		0.0	91.3	8.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.583	0.916	0.000	0.500	0.913	0.786	0.871	0.845	0.000	0.893	0.000	0.832	0.778	0.000	0.845	0.000	0.000	0.000	0.000	0.000	0.958
Entering Leg	7	524	0	2	533	44	303	71	0	418	0	293	28	0	321	0	0	0	0	0	1272
Exiting Leg					339					0					595					338	1272
Total					872					418					916					338	2544

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	10
4:15 PM	0	3	0	0	3	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	8
4:30 PM	0	3	0	0	3	1	2	2	0	5	0	1	0	0	1	0	0	0	0	0	9
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	13	0	0	13	1	6	5	0	12	0	5	0	0	5	0	0	0	0	0	30
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
5:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	12
Grand Total	0	19	0	0	19	1	9	5	0	15	0	7	1	0	8	0	0	0	0	0	42
Approach %	0.0	100.0	0.0	0.0		6.7	60.0	33.3	0.0		0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	45.2	0.0	0.0	45.2	2.4	21.4	11.9	0.0	35.7	0.0	16.7	2.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					0					24					10	42
Buses	0	9	0	0	9	1	7	0	0	8	0	3	0	0	3	0	0	0	0	0	20
% Buses	0.0	47.4	0.0	0.0	47.4	100.0	77.8	0.0	0.0	53.3	0.0	42.9	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	47.6
Exiting Leg Total					4					0					9					7	20
Single-Unit Trucks	0	9	0	0	9	0	1	5	0	6	0	4	1	0	5	0	0	0	0	0	20
% Single-Unit	0.0	47.4	0.0	0.0	47.4	0.0	11.1	100.0	0.0	40.0	0.0	57.1	100.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	47.6
Exiting Leg Total					4					0					14					2	20
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	5.3	0.0	0.0	5.3	0.0	11.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Exiting Leg Total					0					0					1					1	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	10
4:15 PM	0	3	0	0	3	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	8
4:30 PM	0	3	0	0	3	1	2	2	0	5	0	1	0	0	1	0	0	0	0	0	9
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	13	0	0	13	1	6	5	0	12	0	5	0	0	5	0	0	0	0	0	30
% Approach Total	0.0	100.0	0.0	0.0		8.3	50.0	41.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.650	0.000	0.000	0.650	0.250	0.750	0.625	0.000	0.600	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	6	0	0	6	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	14
Buses %	0.0	46.2	0.0	0.0	46.2	100.0	83.3	0.0	0.0	50.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	46.7
Single-Unit Trucks	0	6	0	0	6	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	14
Single-Unit %	0.0	46.2	0.0	0.0	46.2	0.0	0.0	100.0	0.0	41.7	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	46.7
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	7.7	0.0	0.0	7.7	0.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	6	0	0	6	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	14
Single-Unit Trucks	0	6	0	0	6	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	14
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	13	0	0	13	1	6	5	0	12	0	5	0	0	5	0	0	0	0	0	30
Buses					3					0					6					5	14
Single-Unit Trucks					3					0					11					0	14
Articulated Trucks					0					0					1					1	2
Total Exiting Leg					6					0					18					6	30

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	101	0	0	104	9	69	26	0	104	0	38	7	0	45	0	0	0	0	0	253
4:15 PM	2	108	0	0	110	9	69	27	0	105	0	66	9	0	75	0	0	0	0	0	290
4:30 PM	1	107	0	0	108	9	72	19	0	100	0	70	3	0	73	0	0	0	0	0	281
4:45 PM	0	106	0	0	106	10	63	16	0	89	0	46	4	0	50	0	0	0	0	0	245
Total	6	422	0	0	428	37	273	88	0	398	0	220	23	0	243	0	0	0	0	0	1069
5:00 PM	1	108	0	0	109	12	67	17	0	96	0	83	6	0	89	0	0	0	0	0	294
5:15 PM	1	123	0	1	125	9	78	19	0	106	0	58	8	0	66	0	0	0	0	0	297
5:30 PM	3	126	0	0	129	13	58	12	0	83	0	71	5	0	76	0	0	0	0	0	288
5:45 PM	2	103	0	1	106	6	67	19	0	92	0	62	3	0	65	0	0	0	0	0	263
Total	7	460	0	2	469	40	270	67	0	377	0	274	22	0	296	0	0	0	0	0	1142
Grand Total	13	882	0	2	897	77	543	155	0	775	0	494	45	0	539	0	0	0	0	0	2211
Approach %	1.4	98.3	0.0	0.2		9.9	70.1	20.0	0.0		0.0	91.7	8.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.6	39.9	0.0	0.1	40.6	3.5	24.6	7.0	0.0	35.1	0.0	22.3	2.0	0.0	24.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					573					0					1037					601	2211

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	108	0	0	109	12	67	17	0	96	0	83	6	0	89	0	0	0	0	0	294
5:15 PM	1	123	0	1	125	9	78	19	0	106	0	58	8	0	66	0	0	0	0	0	297
5:30 PM	3	126	0	0	129	13	58	12	0	83	0	71	5	0	76	0	0	0	0	0	288
5:45 PM	2	103	0	1	106	6	67	19	0	92	0	62	3	0	65	0	0	0	0	0	263
Total Volume	7	460	0	2	469	40	270	67	0	377	0	274	22	0	296	0	0	0	0	0	1142
% Approach Total	1.5	98.1	0.0	0.4		10.6	71.6	17.8	0.0		0.0	92.6	7.4	0.0		0.0	0.0	0.0	0.0		
PHF	0.583	0.913	0.000	0.500	0.909	0.769	0.865	0.882	0.000	0.889	0.000	0.825	0.688	0.000	0.831	0.000	0.000	0.000	0.000	0.000	0.961
Entering Leg	7	460	0	2	469	40	270	67	0	377	0	274	22	0	296	0	0	0	0	0	1142
Exiting Leg					316					0					527					299	1142
Total					785					377					823					299	2284

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	10	0	0	11	1	7	0	0	8	0	3	1	0	4	0	0	0	0	0	23
4:15 PM	0	14	0	0	14	1	14	2	0	17	0	13	1	0	14	0	0	0	0	0	45
4:30 PM	0	15	0	0	15	1	9	4	0	14	0	8	1	0	9	0	0	0	0	0	38
4:45 PM	0	12	0	0	12	0	12	3	0	15	0	10	0	0	10	0	0	0	0	0	37
Total	1	51	0	0	52	3	42	9	0	54	0	34	3	0	37	0	0	0	0	0	143
5:00 PM	0	18	0	0	18	1	12	1	0	14	0	5	1	0	6	0	0	0	0	0	38
5:15 PM	0	14	0	0	14	0	9	2	0	11	0	7	1	0	8	0	0	0	0	0	33
5:30 PM	0	17	0	0	17	1	5	1	0	7	0	5	4	0	9	0	0	0	0	0	33
5:45 PM	0	15	0	0	15	2	7	0	0	9	0	2	0	0	2	0	0	0	0	0	26
Total	0	64	0	0	64	4	33	4	0	41	0	19	6	0	25	0	0	0	0	0	130
Grand Total	1	115	0	0	116	7	75	13	0	95	0	53	9	0	62	0	0	0	0	0	273
Approach %	0.9	99.1	0.0	0.0		7.4	78.9	13.7	0.0		0.0	85.5	14.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.4	42.1	0.0	0.0	42.5	2.6	27.5	4.8	0.0	34.8	0.0	19.4	3.3	0.0	22.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					60					0					128					85	273

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	14	0	0	14	1	14	2	0	17	0	13	1	0	14	0	0	0	0	0	45
4:30 PM	0	15	0	0	15	1	9	4	0	14	0	8	1	0	9	0	0	0	0	0	38
4:45 PM	0	12	0	0	12	0	12	3	0	15	0	10	0	0	10	0	0	0	0	0	37
5:00 PM	0	18	0	0	18	1	12	1	0	14	0	5	1	0	6	0	0	0	0	0	38
Total Volume	0	59	0	0	59	3	47	10	0	60	0	36	3	0	39	0	0	0	0	0	158
% Approach Total	0.0	100.0	0.0	0.0		5.0	78.3	16.7	0.0		0.0	92.3	7.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.819	0.000	0.000	0.819	0.750	0.839	0.625	0.000	0.882	0.000	0.692	0.750	0.000	0.696	0.000	0.000	0.000	0.000	0.000	0.878
Entering Leg	0	59	0	0	59	3	47	10	0	60	0	36	3	0	39	0	0	0	0	0	158
Exiting Leg					39					0					69					50	158
Total					98					60					108					50	316

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	6
Grand Total	0	9	0	0	9	1	7	0	0	8	0	3	0	0	3	0	0	0	0	0	20
Approach %	0.0	100.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	45.0	0.0	0.0	45.0	5.0	35.0	0.0	0.0	40.0	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0					9					7	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	6	0	0	6	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	6	0	0	6	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	14
Exiting Leg					3					0					6					5	14
Total					9					6					8					5	28

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	14
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	6
Grand Total	0	9	0	0	9	0	1	5	0	6	0	4	1	0	5	0	0	0	0	0	20
Approach %	0.0	100.0	0.0	0.0		0.0	16.7	83.3	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	45.0	0.0	0.0	45.0	0.0	5.0	25.0	0.0	30.0	0.0	20.0	5.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0					14					2	20

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	0	6	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.625	0.000	0.625	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	6	0	0	6	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	14
Exiting Leg					3					0					11					0	14
Total					9					5					14					0	28

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					1					1	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					School Street from East					Monticello Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					1					1	2
Total					1					1					1					1	4

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	1	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	1	2	0	0	1	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	5
Approach %	0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	50.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	0.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							1							2							0	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	50.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Exiting Leg							1							1							2							0	4
Total							2							3							3							0	8

PDI File #: **186458-14**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	7	10
4:15 PM	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	1	1	2	0	0	0	0	5	7	12	20
4:30 PM	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	1	6	12
4:45 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	4	11
Total	0	0	0	0	10	5	15	0	0	0	0	4	1	5	0	0	0	0	1	3	4	0	0	0	0	13	16	29	53
5:00 PM	0	0	0	0	4	2	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	4	5	13
5:15 PM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
5:30 PM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	7
5:45 PM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	3	3	0	0	0	0	0	2	2	9
Total	0	0	0	0	8	4	12	0	0	0	0	5	2	7	0	0	0	0	0	3	3	0	0	0	0	2	13	15	37
Grand Total	0	0	0	0	18	9	27	0	0	0	0	9	3	12	0	0	0	0	1	6	7	0	0	0	0	15	29	44	90
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	75	25		0	0	0	0	14.3	85.7		0	0	0	0	34.1	65.9		
Total %	0	0	0	0	20	10	30	0	0	0	0	10	3.33	13.3	0	0	0	0	1.11	6.67	7.78	0	0	0	0	16.7	32.2	48.9	
Exiting Leg Total							27							12							7							44	90

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North							School Street from East							Monticello Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:15 PM	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	1	1	2	0	0	0	0	5	7	12	20
4:30 PM	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	1	6	12
4:45 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	4	11
5:00 PM	0	0	0	0	4	2	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	4	5	13
Total Volume	0	0	0	0	12	7	19	0	0	0	0	4	2	6	0	0	0	0	1	3	4	0	0	0	0	13	14	27	56
% Approach Total	0.0	0.0	0.0	0.0	63.2	36.8		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	48.1	51.9		
PHF	0.000	0.000	0.000	0.000	0.600	0.438	0.792	0.000	0.000	0.000	0.000	0.333	0.500	0.375	0.000	0.000	0.000	0.000	0.250	0.750	0.500	0.000	0.000	0.000	0.000	0.650	0.500	0.563	0.700
Entering Leg	0	0	0	0	12	7	19	0	0	0	0	4	2	6	0	0	0	0	1	3	4	0	0	0	0	13	14	27	56
Exiting Leg							19							6							4							27	56
Total							38							12							8							54	112

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	60	7	0	73	0	0	0	0	0	13	54	3	0	70	2	96	15	0	113	256
7:15 AM	16	62	14	0	92	0	0	0	0	0	20	66	4	0	90	1	110	25	0	136	318
7:30 AM	14	64	13	0	91	0	0	0	0	0	20	82	4	0	106	6	133	20	0	159	356
7:45 AM	41	55	22	0	118	0	0	0	0	0	14	66	4	0	84	4	154	9	0	167	369
Total	77	241	56	0	374	0	0	0	0	0	67	268	15	0	350	13	493	69	0	575	1299
8:00 AM	32	85	11	0	128	0	0	0	0	0	6	48	6	0	60	3	119	13	0	135	323
8:15 AM	47	65	8	0	120	0	0	0	0	0	10	62	3	0	75	6	82	14	0	102	297
8:30 AM	28	67	16	0	111	0	0	0	0	0	16	65	6	0	87	9	109	16	0	134	332
8:45 AM	35	79	7	0	121	0	0	0	0	0	23	47	3	0	73	7	125	14	0	146	340
Total	142	296	42	0	480	0	0	0	0	0	55	222	18	0	295	25	435	57	0	517	1292
Grand Total	219	537	98	0	854	0	0	0	0	0	122	490	33	0	645	38	928	126	0	1092	2591
Approach %	25.6	62.9	11.5	0.0		0.0	0.0	0.0	0.0		18.9	76.0	5.1	0.0		3.5	85.0	11.5	0.0		
Total %	8.5	20.7	3.8	0.0	33.0	0.0	0.0	0.0	0.0	0.0	4.7	18.9	1.3	0.0	24.9	1.5	35.8	4.9	0.0	42.1	
Exiting Leg Total					616					1148					575					252	2591
Cars	212	496	92	0	800	0	0	0	0	0	114	460	32	0	606	35	864	124	0	1023	2429
% Cars	96.8	92.4	93.9	0.0	93.7	0.0	0.0	0.0	0.0	0.0	93.4	93.9	97.0	0.0	94.0	92.1	93.1	98.4	0.0	93.7	93.7
Exiting Leg Total					584					1070					531					244	2429
Heavy Vehicles	7	41	6	0	54	0	0	0	0	0	8	30	1	0	39	3	64	2	0	69	162
% Heavy Vehicles	3.2	7.6	6.1	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.6	6.1	3.0	0.0	6.0	7.9	6.9	1.6	0.0	6.3	6.3
Exiting Leg Total					32					78					44					8	162

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	16	62	14	0	92	0	0	0	0	0	20	66	4	0	90	1	110	25	0	136	318
7:30 AM	14	64	13	0	91	0	0	0	0	0	20	82	4	0	106	6	133	20	0	159	356
7:45 AM	41	55	22	0	118	0	0	0	0	0	14	66	4	0	84	4	154	9	0	167	369
8:00 AM	32	85	11	0	128	0	0	0	0	0	6	48	6	0	60	3	119	13	0	135	323
Total Volume	103	266	60	0	429	0	0	0	0	0	60	262	18	0	340	14	516	67	0	597	1366
% Approach Total	24.0	62.0	14.0	0.0		0.0	0.0	0.0	0.0		17.6	77.1	5.3	0.0		2.3	86.4	11.2	0.0		
PHF	0.628	0.782	0.682	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.750	0.799	0.750	0.000	0.802	0.583	0.838	0.670	0.000	0.894	0.925
Cars	99	245	57	0	401	0	0	0	0	0	57	247	17	0	321	11	477	66	0	554	1276
Cars %	96.1	92.1	95.0	0.0	93.5	0.0	0.0	0.0	0.0	0.0	95.0	94.3	94.4	0.0	94.4	78.6	92.4	98.5	0.0	92.8	93.4
Heavy Vehicles	4	21	3	0	28	0	0	0	0	0	3	15	1	0	19	3	39	1	0	43	90
Heavy Vehicles %	3.9	7.9	5.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	5.0	5.7	5.6	0.0	5.6	21.4	7.6	1.5	0.0	7.2	6.6
Cars Enter Leg	99	245	57	0	401	0	0	0	0	0	57	247	17	0	321	11	477	66	0	554	1276
Heavy Enter Leg	4	21	3	0	28	0	0	0	0	0	3	15	1	0	19	3	39	1	0	43	90
Total Entering Leg	103	266	60	0	429	0	0	0	0	0	60	262	18	0	340	14	516	67	0	597	1366
Cars Exiting Leg					313					591					256					116	1276
Heavy Exiting Leg					16					45					24					5	90
Total Exiting Leg					329					636					280					121	1366

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	58	7	0	70	0	0	0	0	0	11	52	3	0	66	2	89	15	0	106	242
7:15 AM	15	56	13	0	84	0	0	0	0	0	19	65	4	0	88	1	101	25	0	127	299
7:30 AM	14	59	11	0	84	0	0	0	0	0	20	73	3	0	96	6	119	20	0	145	325
7:45 AM	40	52	22	0	114	0	0	0	0	0	12	64	4	0	80	3	144	9	0	156	350
Total	74	225	53	0	352	0	0	0	0	0	62	254	14	0	330	12	453	69	0	534	1216
8:00 AM	30	78	11	0	119	0	0	0	0	0	6	45	6	0	57	1	113	12	0	126	302
8:15 AM	46	57	8	0	111	0	0	0	0	0	10	57	3	0	70	6	75	14	0	95	276
8:30 AM	28	63	13	0	104	0	0	0	0	0	15	60	6	0	81	9	104	15	0	128	313
8:45 AM	34	73	7	0	114	0	0	0	0	0	21	44	3	0	68	7	119	14	0	140	322
Total	138	271	39	0	448	0	0	0	0	0	52	206	18	0	276	23	411	55	0	489	1213
Grand Total	212	496	92	0	800	0	0	0	0	0	114	460	32	0	606	35	864	124	0	1023	2429
Approach %	26.5	62.0	11.5	0.0		0.0	0.0	0.0	0.0		18.8	75.9	5.3	0.0		3.4	84.5	12.1	0.0		
Total %	8.7	20.4	3.8	0.0	32.9	0.0	0.0	0.0	0.0	0.0	4.7	18.9	1.3	0.0	24.9	1.4	35.6	5.1	0.0	42.1	
Exiting Leg Total					584					1070					531					244	2429

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	15	56	13	0	84	0	0	0	0	0	19	65	4	0	88	1	101	25	0	127	299
7:30 AM	14	59	11	0	84	0	0	0	0	0	20	73	3	0	96	6	119	20	0	145	325
7:45 AM	40	52	22	0	114	0	0	0	0	0	12	64	4	0	80	3	144	9	0	156	350
8:00 AM	30	78	11	0	119	0	0	0	0	0	6	45	6	0	57	1	113	12	0	126	302
Total Volume	99	245	57	0	401	0	0	0	0	0	57	247	17	0	321	11	477	66	0	554	1276
% Approach Total	24.7	61.1	14.2	0.0		0.0	0.0	0.0	0.0		17.8	76.9	5.3	0.0		2.0	86.1	11.9	0.0		
PHF	0.619	0.785	0.648	0.000	0.842	0.000	0.000	0.000	0.000	0.000	0.713	0.846	0.708	0.000	0.836	0.458	0.828	0.660	0.000	0.888	0.911
Entering Leg	99	245	57	0	401	0	0	0	0	0	57	247	17	0	321	11	477	66	0	554	1276
Exiting Leg					313					591					256					116	1276
Total					714					591					577					670	2552

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	0	0	0	0	0	2	2	0	0	4	0	7	0	0	7	14
7:15 AM	1	6	1	0	8	0	0	0	0	0	1	1	0	0	2	0	9	0	0	9	19
7:30 AM	0	5	2	0	7	0	0	0	0	0	0	9	1	0	10	0	14	0	0	14	31
7:45 AM	1	3	0	0	4	0	0	0	0	0	2	2	0	0	4	1	10	0	0	11	19
Total	3	16	3	0	22	0	0	0	0	0	5	14	1	0	20	1	40	0	0	41	83
8:00 AM	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	2	6	1	0	9	21
8:15 AM	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	21
8:30 AM	0	4	3	0	7	0	0	0	0	0	1	5	0	0	6	0	5	1	0	6	19
8:45 AM	1	6	0	0	7	0	0	0	0	0	2	3	0	0	5	0	6	0	0	6	18
Total	4	25	3	0	32	0	0	0	0	0	3	16	0	0	19	2	24	2	0	28	79
Grand Total	7	41	6	0	54	0	0	0	0	0	8	30	1	0	39	3	64	2	0	69	162
Approach %	13.0	75.9	11.1	0.0		0.0	0.0	0.0	0.0		20.5	76.9	2.6	0.0		4.3	92.8	2.9	0.0		
Total %	4.3	25.3	3.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	4.9	18.5	0.6	0.0	24.1	1.9	39.5	1.2	0.0	42.6	
Exiting Leg Total					32					78					44					8	162
Buses	6	19	2	0	27	0	0	0	0	0	5	7	1	0	13	1	23	0	0	24	64
% Buses	85.7	46.3	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	62.5	23.3	100.0	0.0	33.3	33.3	35.9	0.0	0.0	34.8	39.5
Exiting Leg Total					7					30					20					7	64
Single-Unit Trucks	1	19	3	0	23	0	0	0	0	0	3	19	0	0	22	2	34	2	0	38	83
% Single-Unit	14.3	46.3	50.0	0.0	42.6	0.0	0.0	0.0	0.0	0.0	37.5	63.3	0.0	0.0	56.4	66.7	53.1	100.0	0.0	55.1	51.2
Exiting Leg Total					21					40					21					1	83
Articulated Trucks	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	15
% Articulated	0.0	7.3	16.7	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	10.3	0.0	10.9	0.0	0.0	10.1	9.3
Exiting Leg Total					4					8					3					0	15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	5	2	0	7	0	0	0	0	0	0	9	1	0	10	0	14	0	0	14	31
7:45 AM	1	3	0	0	4	0	0	0	0	0	2	2	0	0	4	1	10	0	0	11	19
8:00 AM	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	2	6	1	0	9	21
8:15 AM	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	21
Total Volume	4	23	2	0	29	0	0	0	0	0	2	19	1	0	22	3	37	1	0	41	92
% Approach Total	13.8	79.3	6.9	0.0		0.0	0.0	0.0	0.0		9.1	86.4	4.5	0.0		7.3	90.2	2.4	0.0		
PHF	0.500	0.719	0.250	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.250	0.528	0.250	0.000	0.550	0.375	0.661	0.250	0.000	0.732	0.742
Buses	3	10	2	0	15	0	0	0	0	0	2	5	1	0	8	1	14	0	0	15	38
Buses %	75.0	43.5	100.0	0.0	51.7	0.0	0.0	0.0	0.0	0.0	100.0	26.3	100.0	0.0	36.4	33.3	37.8	0.0	0.0	36.6	41.3
Single-Unit Trucks	1	11	0	0	12	0	0	0	0	0	0	10	0	0	10	2	18	1	0	21	43
Single-Unit %	25.0	47.8	0.0	0.0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	52.6	0.0	0.0	45.5	66.7	48.6	100.0	0.0	51.2	46.7
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11
Articulated %	0.0	8.7	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0.0	0.0	18.2	0.0	13.5	0.0	0.0	12.2	12.0
Buses	3	10	2	0	15	0	0	0	0	0	2	5	1	0	8	1	14	0	0	15	38
Single-Unit Trucks	1	11	0	0	12	0	0	0	0	0	0	10	0	0	10	2	18	1	0	21	43
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11
Total Entering Leg	4	23	2	0	29	0	0	0	0	0	2	19	1	0	22	3	37	1	0	41	92
Buses					5					18					11					4	38
Single-Unit Trucks					11					18					13					1	43
Articulated Trucks					4					5					2					0	11
Total Exiting Leg					20					41					26					5	92

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	53	5	0	63	0	0	0	0	0	11	49	3	0	63	2	76	13	0	91	217
7:15 AM	13	47	13	0	73	0	0	0	0	0	15	58	4	0	77	0	91	22	0	113	263
7:30 AM	14	53	10	0	77	0	0	0	0	0	18	65	3	0	86	6	112	16	0	134	297
7:45 AM	40	49	21	0	110	0	0	0	0	0	12	59	4	0	75	3	131	6	0	140	325
Total	72	202	49	0	323	0	0	0	0	0	56	231	14	0	301	11	410	57	0	478	1102
8:00 AM	29	74	10	0	113	0	0	0	0	0	5	40	6	0	51	1	102	11	0	114	278
8:15 AM	44	46	7	0	97	0	0	0	0	0	9	47	2	0	58	2	68	14	0	84	239
8:30 AM	25	53	12	0	90	0	0	0	0	0	13	54	5	0	72	8	95	12	0	115	277
8:45 AM	34	60	7	0	101	0	0	0	0	0	19	37	1	0	57	7	108	12	0	127	285
Total	132	233	36	0	401	0	0	0	0	0	46	178	14	0	238	18	373	49	0	440	1079
Grand Total	204	435	85	0	724	0	0	0	0	0	102	409	28	0	539	29	783	106	0	918	2181
Approach %	28.2	60.1	11.7	0.0		0.0	0.0	0.0	0.0		18.9	75.9	5.2	0.0		3.2	85.3	11.5	0.0		
Total %	9.4	19.9	3.9	0.0	33.2	0.0	0.0	0.0	0.0	0.0	4.7	18.8	1.3	0.0	24.7	1.3	35.9	4.9	0.0	42.1	
Exiting Leg Total					515					970					464					232	2181

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	13	47	13	0	73	0	0	0	0	0	15	58	4	0	77	0	91	22	0	113	263
7:30 AM	14	53	10	0	77	0	0	0	0	0	18	65	3	0	86	6	112	16	0	134	297
7:45 AM	40	49	21	0	110	0	0	0	0	0	12	59	4	0	75	3	131	6	0	140	325
8:00 AM	29	74	10	0	113	0	0	0	0	0	5	40	6	0	51	1	102	11	0	114	278
Total Volume	96	223	54	0	373	0	0	0	0	0	50	222	17	0	289	10	436	55	0	501	1163
% Approach Total	25.7	59.8	14.5	0.0		0.0	0.0	0.0	0.0		17.3	76.8	5.9	0.0		2.0	87.0	11.0	0.0		
PHF	0.600	0.753	0.643	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.694	0.854	0.708	0.000	0.840	0.417	0.832	0.625	0.000	0.895	0.895
Entering Leg	96	223	54	0	373	0	0	0	0	0	50	222	17	0	289	10	436	55	0	501	1163
Exiting Leg					277					540					233					113	1163
Total					650					540					522					614	2326

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	5	2	0	7	0	0	0	0	0	0	3	0	0	3	0	13	2	0	15	25
7:15 AM	2	8	0	0	10	0	0	0	0	0	4	7	0	0	11	1	10	3	0	14	35
7:30 AM	0	6	1	0	7	0	0	0	0	0	2	7	0	0	9	0	7	4	0	11	27
7:45 AM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	12	3	0	15	24
Total	2	22	4	0	28	0	0	0	0	0	6	22	0	0	28	1	42	12	0	55	111
8:00 AM	1	4	1	0	6	0	0	0	0	0	1	5	0	0	6	0	11	1	0	12	24
8:15 AM	2	11	1	0	14	0	0	0	0	0	1	10	1	0	12	4	7	0	0	11	37
8:30 AM	3	10	1	0	14	0	0	0	0	0	2	6	1	0	9	1	9	3	0	13	36
8:45 AM	0	13	0	0	13	0	0	0	0	0	2	7	2	0	11	0	11	2	0	13	37
Total	6	38	3	0	47	0	0	0	0	0	6	28	4	0	38	5	38	6	0	49	134
Grand Total	8	60	7	0	75	0	0	0	0	0	12	50	4	0	66	6	80	18	0	104	245
Approach %	10.7	80.0	9.3	0.0		0.0	0.0	0.0	0.0		18.2	75.8	6.1	0.0		5.8	76.9	17.3	0.0		
Total %	3.3	24.5	2.9	0.0	30.6	0.0	0.0	0.0	0.0	0.0	4.9	20.4	1.6	0.0	26.9	2.4	32.7	7.3	0.0	42.4	
Exiting Leg Total					68					99					66					12	245

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	4	1	0	6	0	0	0	0	0	1	5	0	0	6	0	11	1	0	12	24
8:15 AM	2	11	1	0	14	0	0	0	0	0	1	10	1	0	12	4	7	0	0	11	37
8:30 AM	3	10	1	0	14	0	0	0	0	0	2	6	1	0	9	1	9	3	0	13	36
8:45 AM	0	13	0	0	13	0	0	0	0	0	2	7	2	0	11	0	11	2	0	13	37
Total Volume	6	38	3	0	47	0	0	0	0	0	6	28	4	0	38	5	38	6	0	49	134
% Approach Total	12.8	80.9	6.4	0.0		0.0	0.0	0.0	0.0		15.8	73.7	10.5	0.0		10.2	77.6	12.2	0.0		
PHF	0.500	0.731	0.750	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.750	0.700	0.500	0.000	0.792	0.313	0.864	0.500	0.000	0.942	0.905
Entering Leg	6	38	3	0	47	0	0	0	0	0	6	28	4	0	38	5	38	6	0	49	134
Exiting Leg					34					47					43					10	134
Total					81					47					81					59	268

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	6
7:15 AM	1	4	0	0	5	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	9
7:30 AM	0	2	2	0	4	0	0	0	0	0	0	1	1	0	2	0	6	0	0	6	12
7:45 AM	1	3	0	0	4	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	11
Total	3	9	2	0	14	0	0	0	0	0	4	3	1	0	8	0	16	0	0	16	38
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
8:15 AM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	10
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
8:45 AM	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	8
Total	3	10	0	0	13	0	0	0	0	0	1	4	0	0	5	1	7	0	0	8	26
Grand Total	6	19	2	0	27	0	0	0	0	0	5	7	1	0	13	1	23	0	0	24	64
Approach %	22.2	70.4	7.4	0.0		0.0	0.0	0.0	0.0		38.5	53.8	7.7	0.0		4.2	95.8	0.0	0.0		
Total %	9.4	29.7	3.1	0.0	42.2	0.0	0.0	0.0	0.0	0.0	7.8	10.9	1.6	0.0	20.3	1.6	35.9	0.0	0.0	37.5	
Exiting Leg Total					7					30					20					7	64

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	6
7:15 AM	1	4	0	0	5	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	9
7:30 AM	0	2	2	0	4	0	0	0	0	0	0	1	1	0	2	0	6	0	0	6	12
7:45 AM	1	3	0	0	4	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	11
Total Volume	3	9	2	0	14	0	0	0	0	0	4	3	1	0	8	0	16	0	0	16	38
% Approach Total	21.4	64.3	14.3	0.0		0.0	0.0	0.0	0.0		50.0	37.5	12.5	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.563	0.250	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.250	0.000	0.667	0.000	0.667	0.000	0.000	0.667	0.792
Entering Leg	3	9	2	0	14	0	0	0	0	0	4	3	1	0	8	0	16	0	0	16	38
Exiting Leg					3					22					9					4	38
Total					17					22					17					20	76

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	7
7:15 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	15
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	6
Total	0	6	1	0	7	0	0	0	0	0	1	9	0	0	10	1	20	0	0	21	38
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	1	4	1	0	6	14
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	8
8:30 AM	0	3	2	0	5	0	0	0	0	0	1	4	0	0	5	0	3	1	0	4	14
8:45 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	9
Total	1	13	2	0	16	0	0	0	0	0	2	10	0	0	12	1	14	2	0	17	45
Grand Total	1	19	3	0	23	0	0	0	0	0	3	19	0	0	22	2	34	2	0	38	83
Approach %	4.3	82.6	13.0	0.0		0.0	0.0	0.0	0.0		13.6	86.4	0.0	0.0		5.3	89.5	5.3	0.0		
Total %	1.2	22.9	3.6	0.0	27.7	0.0	0.0	0.0	0.0	0.0	3.6	22.9	0.0	0.0	26.5	2.4	41.0	2.4	0.0	45.8	
Exiting Leg Total					21					40					21					1	83

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	15
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	6
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	1	4	1	0	6	14
Total Volume	1	10	1	0	12	0	0	0	0	0	0	9	0	0	9	2	21	1	0	24	45
% Approach Total	8.3	83.3	8.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		8.3	87.5	4.2	0.0		
PHF	0.250	0.500	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.321	0.000	0.000	0.321	0.500	0.750	0.250	0.000	0.857	0.750
Entering Leg	1	10	1	0	12	0	0	0	0	0	0	9	0	0	9	2	21	1	0	24	45
Exiting Leg					10					22					12					1	45
Total					22					22					21					25	90

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
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Class:

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Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	7
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	8
Grand Total	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	15
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	20.0	6.7	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	0.0	46.7	0.0	0.0	46.7	
Exiting Leg Total					4					8					3					0	15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.417	0.000	0.000	0.417	0.688
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11
Exiting Leg					4					5					2					0	11
Total					6					5					6					5	22

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total							0							0							0							1	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg							0							0							0							1	1
Total							0							0							0							2	2

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5
7:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	4
Total	0	0	0	0	1	1	2	0	0	0	0	1	5	6	0	0	0	0	1	8	9	0	0	0	0	1	1	2	19
8:00 AM	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	2	6	8	0	0	0	0	0	0	0	12
Total	0	0	0	0	3	1	4	0	0	0	0	3	4	7	0	0	0	0	2	7	9	0	0	0	0	1	1	2	22
Grand Total	0	0	0	0	4	2	6	0	0	0	0	4	9	13	0	0	0	0	3	15	18	0	0	0	0	2	2	4	41
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	30.8	69.2		0	0	0	0	16.7	83.3		0	0	0	0	50	50		
Total %	0	0	0	0	9.76	4.88	14.6	0	0	0	0	9.76	22	31.7	0	0	0	0	7.32	36.6	43.9	0	0	0	0	4.88	4.88	9.76	
Exiting Leg Total							6							13							18							4	41

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	2	6	8	0	0	0	0	0	0	0	12
Total Volume	0	0	0	0	3	1	4	0	0	0	0	3	4	7	0	0	0	0	2	7	9	0	0	0	0	1	1	2	22
% Approach Total	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.500	0.583	0.000	0.000	0.000	0.000	0.250	0.292	0.281	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.458
Entering Leg	0	0	0	0	3	1	4	0	0	0	0	3	4	7	0	0	0	0	2	7	9	0	0	0	0	1	1	2	22
Exiting Leg							4							7							9							2	22
Total							8							14							18							4	44

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	20	102	25	0	147	0	0	0	0	0	16	37	0	0	53	10	164	18	0	192	392
4:15 PM	17	116	21	0	154	0	0	0	0	0	10	70	1	0	81	7	157	16	0	180	415
4:30 PM	9	120	17	0	146	0	0	0	0	0	21	65	0	0	86	17	194	21	0	232	464
4:45 PM	11	109	18	0	138	0	0	0	0	0	17	47	1	0	65	13	152	11	0	176	379
Total	57	447	81	0	585	0	0	0	0	0	64	219	2	0	285	47	667	66	0	780	1650
5:00 PM	16	115	13	0	144	0	0	0	0	0	12	72	0	0	84	8	146	26	0	180	408
5:15 PM	15	122	24	0	161	0	0	0	0	0	18	58	4	0	80	7	161	16	0	184	425
5:30 PM	15	119	19	0	153	0	0	0	0	0	15	64	4	0	83	10	146	20	0	176	412
5:45 PM	11	110	23	0	144	0	0	0	0	0	18	52	1	0	71	9	127	18	0	154	369
Total	57	466	79	0	602	0	0	0	0	0	63	246	9	0	318	34	580	80	0	694	1614
Grand Total	114	913	160	0	1187	0	0	0	0	0	127	465	11	0	603	81	1247	146	0	1474	3264
Approach %	9.6	76.9	13.5	0.0		0.0	0.0	0.0	0.0		21.1	77.1	1.8	0.0		5.5	84.6	9.9	0.0		
Total %	3.5	28.0	4.9	0.0	36.4	0.0	0.0	0.0	0.0	0.0	3.9	14.2	0.3	0.0	18.5	2.5	38.2	4.5	0.0	45.2	
Exiting Leg Total					611					1534					994					125	3264
Cars	107	898	159	0	1164	0	0	0	0	0	124	457	11	0	592	80	1224	146	0	1450	3206
% Cars	93.9	98.4	99.4	0.0	98.1	0.0	0.0	0.0	0.0	0.0	97.6	98.3	100.0	0.0	98.2	98.8	98.2	100.0	0.0	98.4	98.2
Exiting Leg Total					603					1507					978					118	3206
Heavy Vehicles	7	15	1	0	23	0	0	0	0	0	3	8	0	0	11	1	23	0	0	24	58
% Heavy Vehicles	6.1	1.6	0.6	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.4	1.7	0.0	0.0	1.8	1.2	1.8	0.0	0.0	1.6	1.8
Exiting Leg Total					8					27					16					7	58

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	9	120	17	0	146	0	0	0	0	0	21	65	0	0	86	17	194	21	0	232	464
4:45 PM	11	109	18	0	138	0	0	0	0	0	17	47	1	0	65	13	152	11	0	176	379
5:00 PM	16	115	13	0	144	0	0	0	0	0	12	72	0	0	84	8	146	26	0	180	408
5:15 PM	15	122	24	0	161	0	0	0	0	0	18	58	4	0	80	7	161	16	0	184	425
Total Volume	51	466	72	0	589	0	0	0	0	0	68	242	5	0	315	45	653	74	0	772	1676
% Approach Total	8.7	79.1	12.2	0.0		0.0	0.0	0.0	0.0		21.6	76.8	1.6	0.0		5.8	84.6	9.6	0.0		
PHF	0.797	0.955	0.750	0.000	0.915	0.000	0.000	0.000	0.000	0.000	0.810	0.840	0.313	0.000	0.916	0.662	0.841	0.712	0.000	0.832	0.903
Cars	46	461	72	0	579	0	0	0	0	0	68	238	5	0	311	44	640	74	0	758	1648
Cars %	90.2	98.9	100.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	100.0	98.3	100.0	0.0	98.7	97.8	98.0	100.0	0.0	98.2	98.3
Heavy Vehicles	5	5	0	0	10	0	0	0	0	0	0	4	0	0	4	1	13	0	0	14	28
Heavy Vehicles %	9.8	1.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.3	2.2	2.0	0.0	0.0	1.8	1.7
Cars Enter Leg	46	461	72	0	579	0	0	0	0	0	68	238	5	0	311	44	640	74	0	758	1648
Heavy Enter Leg	5	5	0	0	10	0	0	0	0	0	0	4	0	0	4	1	13	0	0	14	28
Total Entering Leg	51	466	72	0	589	0	0	0	0	0	68	242	5	0	315	45	653	74	0	772	1676
Cars Exiting Leg					312					780					505					51	1648
Heavy Exiting Leg					4					13					6					5	28
Total Exiting Leg					316					793					511					56	1676

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	19	97	25	0	141	0	0	0	0	0	16	34	0	0	50	10	160	18	0	188	379
4:15 PM	17	112	21	0	150	0	0	0	0	0	9	69	1	0	79	7	155	16	0	178	407
4:30 PM	6	119	17	0	142	0	0	0	0	0	21	64	0	0	85	17	187	21	0	225	452
4:45 PM	10	107	18	0	135	0	0	0	0	0	17	47	1	0	65	12	151	11	0	174	374
Total	52	435	81	0	568	0	0	0	0	0	63	214	2	0	279	46	653	66	0	765	1612
5:00 PM	16	114	13	0	143	0	0	0	0	0	12	70	0	0	82	8	144	26	0	178	403
5:15 PM	14	121	24	0	159	0	0	0	0	0	18	57	4	0	79	7	158	16	0	181	419
5:30 PM	15	119	18	0	152	0	0	0	0	0	15	64	4	0	83	10	144	20	0	174	409
5:45 PM	10	109	23	0	142	0	0	0	0	0	16	52	1	0	69	9	125	18	0	152	363
Total	55	463	78	0	596	0	0	0	0	0	61	243	9	0	313	34	571	80	0	685	1594
Grand Total	107	898	159	0	1164	0	0	0	0	0	124	457	11	0	592	80	1224	146	0	1450	3206
Approach %	9.2	77.1	13.7	0.0		0.0	0.0	0.0	0.0		20.9	77.2	1.9	0.0		5.5	84.4	10.1	0.0		
Total %	3.3	28.0	5.0	0.0	36.3	0.0	0.0	0.0	0.0	0.0	3.9	14.3	0.3	0.0	18.5	2.5	38.2	4.6	0.0	45.2	
Exiting Leg Total					603					1507					978					118	3206

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	6	119	17	0	142	0	0	0	0	0	21	64	0	0	85	17	187	21	0	225	452
4:45 PM	10	107	18	0	135	0	0	0	0	0	17	47	1	0	65	12	151	11	0	174	374
5:00 PM	16	114	13	0	143	0	0	0	0	0	12	70	0	0	82	8	144	26	0	178	403
5:15 PM	14	121	24	0	159	0	0	0	0	0	18	57	4	0	79	7	158	16	0	181	419
Total Volume	46	461	72	0	579	0	0	0	0	0	68	238	5	0	311	44	640	74	0	758	1648
% Approach Total	7.9	79.6	12.4	0.0		0.0	0.0	0.0	0.0		21.9	76.5	1.6	0.0		5.8	84.4	9.8	0.0		
PHF	0.719	0.952	0.750	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.810	0.850	0.313	0.000	0.915	0.647	0.856	0.712	0.000	0.842	0.912
Entering Leg	46	461	72	0	579	0	0	0	0	0	68	238	5	0	311	44	640	74	0	758	1648
Exiting Leg					312					780					505					51	1648
Total					891					780					816					809	3296

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	13
4:15 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	8
4:30 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	12
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
Total	5	12	0	0	17	0	0	0	0	0	1	5	0	0	6	1	14	0	0	15	38
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	6
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
5:45 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	6
Total	2	3	1	0	6	0	0	0	0	0	2	3	0	0	5	0	9	0	0	9	20
Grand Total	7	15	1	0	23	0	0	0	0	0	3	8	0	0	11	1	23	0	0	24	58
Approach %	30.4	65.2	4.3	0.0		0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		4.2	95.8	0.0	0.0		
Total %	12.1	25.9	1.7	0.0	39.7	0.0	0.0	0.0	0.0	0.0	5.2	13.8	0.0	0.0	19.0	1.7	39.7	0.0	0.0	41.4	
Exiting Leg Total					8					27					16					7	58
Buses	5	3	1	0	9	0	0	0	0	0	2	4	0	0	6	0	11	0	0	11	26
% Buses	71.4	20.0	100.0	0.0	39.1	0.0	0.0	0.0	0.0	0.0	66.7	50.0	0.0	0.0	54.5	0.0	47.8	0.0	0.0	45.8	44.8
Exiting Leg Total					4					14					3					5	26
Single-Unit Trucks	2	11	0	0	13	0	0	0	0	0	1	4	0	0	5	1	7	0	0	8	26
% Single-Unit	28.6	73.3	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0	33.3	50.0	0.0	0.0	45.5	100.0	30.4	0.0	0.0	33.3	44.8
Exiting Leg Total					4					8					12					2	26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
% Articulated	0.0	6.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	20.8	10.3
Exiting Leg Total					0					5					1					0	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	13
4:15 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	8
4:30 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	12
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
Total Volume	5	12	0	0	17	0	0	0	0	0	1	5	0	0	6	1	14	0	0	15	38
% Approach Total	29.4	70.6	0.0	0.0		0.0	0.0	0.0	0.0		16.7	83.3	0.0	0.0		6.7	93.3	0.0	0.0		
PHF	0.417	0.600	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.536	0.731
Buses	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	16
Buses %	60.0	25.0	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	46.7	42.1
Single-Unit Trucks	2	8	0	0	10	0	0	0	0	0	1	2	0	0	3	1	4	0	0	5	18
Single-Unit %	40.0	66.7	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	100.0	40.0	0.0	0.0	50.0	100.0	28.6	0.0	0.0	33.3	47.4
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Articulated %	0.0	8.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	20.0	10.5
Buses	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	16
Single-Unit Trucks	2	8	0	0	10	0	0	0	0	0	1	2	0	0	3	1	4	0	0	5	18
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total Entering Leg	5	12	0	0	17	0	0	0	0	0	1	5	0	0	6	1	14	0	0	15	38
Buses					3					7					3					3	16
Single-Unit Trucks					2					5					9					2	18
Articulated Trucks					0					3					1					0	4
Total Exiting Leg					5					15					13					5	38

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	19	90	22	0	131	0	0	0	0	0	16	31	0	0	47	8	144	17	0	169	347
4:15 PM	15	105	17	0	137	0	0	0	0	0	7	58	1	0	66	7	139	13	0	159	362
4:30 PM	6	102	14	0	122	0	0	0	0	0	18	55	0	0	73	15	166	19	0	200	395
4:45 PM	9	97	15	0	121	0	0	0	0	0	16	39	1	0	56	10	130	10	0	150	327
Total	49	394	68	0	511	0	0	0	0	0	57	183	2	0	242	40	579	59	0	678	1431
5:00 PM	15	99	11	0	125	0	0	0	0	0	10	64	0	0	74	8	131	26	0	165	364
5:15 PM	14	107	21	0	142	0	0	0	0	0	17	53	4	0	74	6	148	12	0	166	382
5:30 PM	14	104	16	0	134	0	0	0	0	0	9	56	4	0	69	7	128	18	0	153	356
5:45 PM	9	98	22	0	129	0	0	0	0	0	13	50	1	0	64	9	117	18	0	144	337
Total	52	408	70	0	530	0	0	0	0	0	49	223	9	0	281	30	524	74	0	628	1439
Grand Total	101	802	138	0	1041	0	0	0	0	0	106	406	11	0	523	70	1103	133	0	1306	2870
Approach %	9.7	77.0	13.3	0.0		0.0	0.0	0.0	0.0		20.3	77.6	2.1	0.0		5.4	84.5	10.2	0.0		
Total %	3.5	27.9	4.8	0.0	36.3	0.0	0.0	0.0	0.0	0.0	3.7	14.1	0.4	0.0	18.2	2.4	38.4	4.6	0.0	45.5	
Exiting Leg Total					539					1347					872					112	2870

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	6	102	14	0	122	0	0	0	0	0	18	55	0	0	73	15	166	19	0	200	395
4:45 PM	9	97	15	0	121	0	0	0	0	0	16	39	1	0	56	10	130	10	0	150	327
5:00 PM	15	99	11	0	125	0	0	0	0	0	10	64	0	0	74	8	131	26	0	165	364
5:15 PM	14	107	21	0	142	0	0	0	0	0	17	53	4	0	74	6	148	12	0	166	382
Total Volume	44	405	61	0	510	0	0	0	0	0	61	211	5	0	277	39	575	67	0	681	1468
% Approach Total	8.6	79.4	12.0	0.0		0.0	0.0	0.0	0.0		22.0	76.2	1.8	0.0		5.7	84.4	9.8	0.0		
PHF	0.733	0.946	0.726	0.000	0.898	0.000	0.000	0.000	0.000	0.000	0.847	0.824	0.313	0.000	0.936	0.650	0.866	0.644	0.000	0.851	0.929
Entering Leg	44	405	61	0	510	0	0	0	0	0	61	211	5	0	277	39	575	67	0	681	1468
Exiting Leg					278					697					444					49	1468
Total					788					697					721					730	2936

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	7	3	0	10	0	0	0	0	0	0	3	0	0	3	2	15	1	0	18	31
4:15 PM	2	7	4	0	13	0	0	0	0	0	2	11	0	0	13	0	15	3	0	18	44
4:30 PM	0	17	3	0	20	0	0	0	0	0	3	9	0	0	12	2	21	2	0	25	57
4:45 PM	1	10	3	0	14	0	0	0	0	0	1	8	0	0	9	2	21	1	0	24	47
Total	3	41	13	0	57	0	0	0	0	0	6	31	0	0	37	6	72	7	0	85	179
5:00 PM	1	15	2	0	18	0	0	0	0	0	2	6	0	0	8	0	13	0	0	13	39
5:15 PM	0	14	3	0	17	0	0	0	0	0	0	4	0	0	4	1	10	4	0	15	36
5:30 PM	1	15	2	0	18	0	0	0	0	0	6	8	0	0	14	3	16	2	0	21	53
5:45 PM	1	11	1	0	13	0	0	0	0	0	3	2	0	0	5	0	8	0	0	8	26
Total	3	55	8	0	66	0	0	0	0	0	11	20	0	0	31	4	47	6	0	57	154
Grand Total	6	96	21	0	123	0	0	0	0	0	17	51	0	0	68	10	119	13	0	142	333
Approach %	4.9	78.0	17.1	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		7.0	83.8	9.2	0.0		
Total %	1.8	28.8	6.3	0.0	36.9	0.0	0.0	0.0	0.0	0.0	5.1	15.3	0.0	0.0	20.4	3.0	35.7	3.9	0.0	42.6	
Exiting Leg Total					64					157					106					6	333

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	2	7	4	0	13	0	0	0	0	0	2	11	0	0	13	0	15	3	0	18	44
4:30 PM	0	17	3	0	20	0	0	0	0	0	3	9	0	0	12	2	21	2	0	25	57
4:45 PM	1	10	3	0	14	0	0	0	0	0	1	8	0	0	9	2	21	1	0	24	47
5:00 PM	1	15	2	0	18	0	0	0	0	0	2	6	0	0	8	0	13	0	0	13	39
Total Volume	4	49	12	0	65	0	0	0	0	0	8	34	0	0	42	4	70	6	0	80	187
% Approach Total	6.2	75.4	18.5	0.0		0.0	0.0	0.0	0.0		19.0	81.0	0.0	0.0		5.0	87.5	7.5	0.0		
PHF	0.500	0.721	0.750	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.667	0.773	0.000	0.000	0.808	0.500	0.833	0.500	0.000	0.800	0.820
Entering Leg	4	49	12	0	65	0	0	0	0	0	8	34	0	0	42	4	70	6	0	80	187
Exiting Leg					40					90					53					4	187
Total					105					90					95					84	374

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	16
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	5
Total	2	0	1	0	3	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	10
Grand Total	5	3	1	0	9	0	0	0	0	0	2	4	0	0	6	0	11	0	0	11	26
Approach %	55.6	33.3	11.1	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	19.2	11.5	3.8	0.0	34.6	0.0	0.0	0.0	0.0	0.0	7.7	15.4	0.0	0.0	23.1	0.0	42.3	0.0	0.0	42.3	
Exiting Leg Total					4					14					3					5	26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	16
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.444
Entering Leg	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	16
Exiting Leg					3					7					3					3	16
Total					9					7					6					10	32

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	6
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	6
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	2	8	0	0	10	0	0	0	0	0	1	2	0	0	3	1	4	0	0	5	18
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	8
Grand Total	2	11	0	0	13	0	0	0	0	0	1	4	0	0	5	1	7	0	0	8	26
Approach %	15.4	84.6	0.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		12.5	87.5	0.0	0.0		
Total %	7.7	42.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	3.8	15.4	0.0	0.0	19.2	3.8	26.9	0.0	0.0	30.8	
Exiting Leg Total					4					8					12					2	26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	6
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	6
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	2	8	0	0	10	0	0	0	0	0	1	2	0	0	3	1	4	0	0	5	18
% Approach Total	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		20.0	80.0	0.0	0.0		
PHF	0.250	0.667	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.625	0.750
Entering Leg	2	8	0	0	10	0	0	0	0	0	1	2	0	0	3	1	4	0	0	5	18
Exiting Leg					2					5					9					2	18
Total					12					5					12					7	36

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	
Exiting Leg Total					0					5					1					0	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North					Crescent Street from East					Monticello Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Exiting Leg					0					3					1					0	4
Total					1					3					1					3	8

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total							2							1							1							0	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Exiting Leg							2							0							1							0	3
Total							3							0							3							0	6

PDI File #: **186458-15**
Location: **N: Monticello Street S: Monticello Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	7
4:15 PM	0	0	0	0	1	2	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	4	5	9	0	0	0	0	4	1	5	0	0	0	0	1	1	2	0	0	0	0	1	1	2	18
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	4	5	0	0	0	0	0	2	2	9
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	3	5
5:45 PM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	3	2	5	0	0	0	0	0	2	2	11
Total	0	0	0	0	1	3	4	0	0	0	0	4	1	5	0	0	0	0	5	9	14	0	0	0	0	0	7	7	30
Grand Total	0	0	0	0	5	8	13	0	0	0	0	8	2	10	0	0	0	0	6	10	16	0	0	0	0	1	8	9	48
Approach %	0	0	0	0	38.5	61.5		0	0	0	0	80	20		0	0	0	0	37.5	62.5		0	0	0	0	11.1	88.9		
Total %	0	0	0	0	10.4	16.7	27.1	0	0	0	0	16.7	4.17	20.8	0	0	0	0	12.5	20.8	33.3	0	0	0	0	2.08	16.7	18.8	
Exiting Leg Total							13							10							16							9	48

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Monticello Street from North							Crescent Street from East							Monticello Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	4	5	0	0	0	0	0	2	2	9
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	3	5
5:45 PM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	3	2	5	0	0	0	0	0	2	2	11
Total Volume	0	0	0	0	1	3	4	0	0	0	0	4	1	5	0	0	0	0	5	9	14	0	0	0	0	0	7	7	30
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	35.7	64.3		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.000	0.000	0.417	0.563	0.700	0.000	0.000	0.000	0.000	0.000	0.583	0.583	0.682
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	4	1	5	0	0	0	0	5	9	14	0	0	0	0	0	7	7	30
Exiting Leg							4							5							14							7	30
Total							8							10							28							14	60

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	61	16	0	77	12	0	68	0	80	40	67	0	0	107	264
7:15 AM	0	0	0	0	0	0	76	29	0	105	20	0	94	0	114	54	85	0	0	139	358
7:30 AM	0	0	0	0	0	0	85	31	0	116	18	0	85	0	103	80	63	0	0	143	362
7:45 AM	0	1	0	0	1	0	101	29	0	130	23	1	112	0	136	69	87	0	0	156	423
Total	0	1	0	0	1	0	323	105	0	428	73	1	359	0	433	243	302	0	0	545	1407
8:00 AM	0	0	0	0	0	0	101	28	0	129	19	1	90	0	110	54	71	0	0	125	364
8:15 AM	1	0	0	0	1	1	89	36	0	126	14	0	76	0	90	42	74	0	0	116	333
8:30 AM	0	0	1	0	1	0	84	18	0	102	13	0	93	0	106	48	75	1	0	124	333
8:45 AM	0	0	0	0	0	0	87	22	0	109	17	0	83	0	100	63	91	0	0	154	363
Total	1	0	1	0	2	1	361	104	0	466	63	1	342	0	406	207	311	1	0	519	1393
Grand Total	1	1	1	0	3	1	684	209	0	894	136	2	701	0	839	450	613	1	0	1064	2800
Approach %	33.3	33.3	33.3	0.0		0.1	76.5	23.4	0.0		16.2	0.2	83.6	0.0		42.3	57.6	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.0	24.4	7.5	0.0	31.9	4.9	0.1	25.0	0.0	30.0	16.1	21.9	0.0	0.0	38.0	
Exiting Leg Total					4					750					660					1386	2800
Cars	1	1	0	0	2	0	649	187	0	836	126	2	679	0	807	437	580	1	0	1018	2663
% Cars	100.0	100.0	0.0	0.0	66.7	0.0	94.9	89.5	0.0	93.5	92.6	100.0	96.9	0.0	96.2	97.1	94.6	100.0	0.0	95.7	95.1
Exiting Leg Total					3					706					625					1329	2663
Heavy Vehicles	0	0	1	0	1	1	35	22	0	58	10	0	22	0	32	13	33	0	0	46	137
% Heavy Vehicles	0.0	0.0	100.0	0.0	33.3	100.0	5.1	10.5	0.0	6.5	7.4	0.0	3.1	0.0	3.8	2.9	5.4	0.0	0.0	4.3	4.9
Exiting Leg Total					1					44					35					57	137

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	76	29	0	105	20	0	94	0	114	54	85	0	0	139	358
7:30 AM	0	0	0	0	0	0	85	31	0	116	18	0	85	0	103	80	63	0	0	143	362
7:45 AM	0	1	0	0	1	0	101	29	0	130	23	1	112	0	136	69	87	0	0	156	423
8:00 AM	0	0	0	0	0	0	101	28	0	129	19	1	90	0	110	54	71	0	0	125	364
Total Volume	0	1	0	0	1	0	363	117	0	480	80	2	381	0	463	257	306	0	0	563	1507
% Approach Total	0.0	100.0	0.0	0.0		0.0	75.6	24.4	0.0		17.3	0.4	82.3	0.0		45.6	54.4	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.899	0.944	0.000	0.923	0.870	0.500	0.850	0.000	0.851	0.803	0.879	0.000	0.000	0.902	0.891
Cars	0	1	0	0	1	0	342	105	0	447	75	2	367	0	444	248	291	0	0	539	1431
Cars %	0.0	100.0	0.0	0.0	100.0	0.0	94.2	89.7	0.0	93.1	93.8	100.0	96.3	0.0	95.9	96.5	95.1	0.0	0.0	95.7	95.0
Heavy Vehicles	0	0	0	0	0	0	21	12	0	33	5	0	14	0	19	9	15	0	0	24	76
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	5.8	10.3	0.0	6.9	6.3	0.0	3.7	0.0	4.1	3.5	4.9	0.0	0.0	4.3	5.0
Cars Enter Leg	0	1	0	0	1	0	342	105	0	447	75	2	367	0	444	248	291	0	0	539	1431
Heavy Enter Leg	0	0	0	0	0	0	21	12	0	33	5	0	14	0	19	9	15	0	0	24	76
Total Entering Leg	0	1	0	0	1	0	363	117	0	480	80	2	381	0	463	257	306	0	0	563	1507
Cars Exiting Leg					2					366					354					709	1431
Heavy Exiting Leg					0					20					21					35	76
Total Exiting Leg					2					386					375					744	1507

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	58	13	0	71	11	0	68	0	79	40	63	0	0	103	253
7:15 AM	0	0	0	0	0	0	72	27	0	99	19	0	92	0	111	52	84	0	0	136	346
7:30 AM	0	0	0	0	0	0	80	29	0	109	18	0	82	0	100	78	58	0	0	136	345
7:45 AM	0	1	0	0	1	0	97	24	0	121	21	1	109	0	131	68	80	0	0	148	401
Total	0	1	0	0	1	0	307	93	0	400	69	1	351	0	421	238	285	0	0	523	1345
8:00 AM	0	0	0	0	0	0	93	25	0	118	17	1	84	0	102	50	69	0	0	119	339
8:15 AM	1	0	0	0	1	0	84	34	0	118	14	0	73	0	87	41	71	0	0	112	318
8:30 AM	0	0	0	0	0	0	81	15	0	96	12	0	93	0	105	47	68	1	0	116	317
8:45 AM	0	0	0	0	0	0	84	20	0	104	14	0	78	0	92	61	87	0	0	148	344
Total	1	0	0	0	1	0	342	94	0	436	57	1	328	0	386	199	295	1	0	495	1318
Grand Total	1	1	0	0	2	0	649	187	0	836	126	2	679	0	807	437	580	1	0	1018	2663
Approach %	50.0	50.0	0.0	0.0		0.0	77.6	22.4	0.0		15.6	0.2	84.1	0.0		42.9	57.0	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.0	24.4	7.0	0.0	31.4	4.7	0.1	25.5	0.0	30.3	16.4	21.8	0.0	0.0	38.2	
Exiting Leg Total					3					706					625					1329	2663

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	72	27	0	99	19	0	92	0	111	52	84	0	0	136	346
7:30 AM	0	0	0	0	0	0	80	29	0	109	18	0	82	0	100	78	58	0	0	136	345
7:45 AM	0	1	0	0	1	0	97	24	0	121	21	1	109	0	131	68	80	0	0	148	401
8:00 AM	0	0	0	0	0	0	93	25	0	118	17	1	84	0	102	50	69	0	0	119	339
Total Volume	0	1	0	0	1	0	342	105	0	447	75	2	367	0	444	248	291	0	0	539	1431
% Approach Total	0.0	100.0	0.0	0.0		0.0	76.5	23.5	0.0		16.9	0.5	82.7	0.0		46.0	54.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.881	0.905	0.000	0.924	0.893	0.500	0.842	0.000	0.847	0.795	0.866	0.000	0.000	0.910	0.892
Entering Leg	0	1	0	0	1	0	342	105	0	447	75	2	367	0	444	248	291	0	0	539	1431
Exiting Leg					2					366					354					709	1431
Total					3					813					798					1248	2862

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	0	4	0	0	4	11
7:15 AM	0	0	0	0	0	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	12
7:30 AM	0	0	0	0	0	0	5	2	0	7	0	0	3	0	3	2	5	0	0	7	17
7:45 AM	0	0	0	0	0	0	4	5	0	9	2	0	3	0	5	1	7	0	0	8	22
Total	0	0	0	0	0	0	16	12	0	28	4	0	8	0	12	5	17	0	0	22	62
8:00 AM	0	0	0	0	0	0	8	3	0	11	2	0	6	0	8	4	2	0	0	6	25
8:15 AM	0	0	0	0	0	1	5	2	0	8	0	0	3	0	3	1	3	0	0	4	15
8:30 AM	0	0	1	0	1	0	3	3	0	6	1	0	0	0	1	1	7	0	0	8	16
8:45 AM	0	0	0	0	0	0	3	2	0	5	3	0	5	0	8	2	4	0	0	6	19
Total	0	0	1	0	1	1	19	10	0	30	6	0	14	0	20	8	16	0	0	24	75
Grand Total	0	0	1	0	1	1	35	22	0	58	10	0	22	0	32	13	33	0	0	46	137
Approach %	0.0	0.0	100.0	0.0		1.7	60.3	37.9	0.0		31.3	0.0	68.8	0.0		28.3	71.7	0.0	0.0		
Total %	0.0	0.0	0.7	0.0	0.7	0.7	25.5	16.1	0.0	42.3	7.3	0.0	16.1	0.0	23.4	9.5	24.1	0.0	0.0	33.6	
Exiting Leg Total					1					44					35					57	137
Buses	0	0	0	0	0	0	27	21	0	48	9	0	10	0	19	10	14	0	0	24	91
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	77.1	95.5	0.0	82.8	90.0	0.0	45.5	0.0	59.4	76.9	42.4	0.0	0.0	52.2	66.4
Exiting Leg Total					0					23					31					37	91
Single-Unit Trucks	0	0	1	0	1	1	7	1	0	9	1	0	9	0	10	0	14	0	0	14	34
% Single-Unit	0.0	0.0	100.0	0.0	100.0	100.0	20.0	4.5	0.0	15.5	10.0	0.0	40.9	0.0	31.3	0.0	42.4	0.0	0.0	30.4	24.8
Exiting Leg Total					1					16					1					16	34
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	5	0	0	8	12
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.7	0.0	0.0	13.6	0.0	9.4	23.1	15.2	0.0	0.0	17.4	8.8
Exiting Leg Total					0					5					3					4	12

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	5	2	0	7	0	0	3	0	3	2	5	0	0	7	17
7:45 AM	0	0	0	0	0	0	4	5	0	9	2	0	3	0	5	1	7	0	0	8	22
8:00 AM	0	0	0	0	0	0	8	3	0	11	2	0	6	0	8	4	2	0	0	6	25
8:15 AM	0	0	0	0	0	1	5	2	0	8	0	0	3	0	3	1	3	0	0	4	15
Total Volume	0	0	0	0	0	1	22	12	0	35	4	0	15	0	19	8	17	0	0	25	79
% Approach Total	0.0	0.0	0.0	0.0		2.9	62.9	34.3	0.0		21.1	0.0	78.9	0.0		32.0	68.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.688	0.600	0.000	0.795	0.500	0.000	0.625	0.000	0.594	0.500	0.607	0.000	0.000	0.781	0.790
Buses	0	0	0	0	0	0	17	11	0	28	4	0	6	0	10	5	5	0	0	10	48
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	77.3	91.7	0.0	80.0	100.0	0.0	40.0	0.0	52.6	62.5	29.4	0.0	0.0	40.0	60.8
Single-Unit Trucks	0	0	0	0	0	1	4	1	0	6	0	0	7	0	7	0	10	0	0	10	23
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	18.2	8.3	0.0	17.1	0.0	0.0	46.7	0.0	36.8	0.0	58.8	0.0	0.0	40.0	29.1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	2	0	0	5	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	2.9	0.0	0.0	13.3	0.0	10.5	37.5	11.8	0.0	0.0	20.0	10.1
Buses	0	0	0	0	0	0	17	11	0	28	4	0	6	0	10	5	5	0	0	10	48
Single-Unit Trucks	0	0	0	0	0	1	4	1	0	6	0	0	7	0	7	0	10	0	0	10	23
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	2	0	0	5	8
Total Entering Leg	0	0	0	0	0	1	22	12	0	35	4	0	15	0	19	8	17	0	0	25	79
Buses					0					9					16					23	48
Single-Unit Trucks					1					10					1					11	23
Articulated Trucks					0					2					3					3	8
Total Exiting Leg					1					21					20					37	79

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	51	13	0	64	10	0	62	0	72	37	52	0	0	89	225
7:15 AM	0	0	0	0	0	0	67	22	0	89	19	0	81	0	100	49	75	0	0	124	313
7:30 AM	0	0	0	0	0	0	72	28	0	100	18	0	78	0	96	68	52	0	0	120	316
7:45 AM	0	1	0	0	1	0	88	21	0	109	21	1	92	0	114	61	75	0	0	136	360
Total	0	1	0	0	1	0	278	84	0	362	68	1	313	0	382	215	254	0	0	469	1214
8:00 AM	0	0	0	0	0	0	86	24	0	110	16	0	73	0	89	45	64	0	0	109	308
8:15 AM	0	0	0	0	0	0	75	32	0	107	13	0	66	0	79	37	63	0	0	100	286
8:30 AM	0	0	0	0	0	0	76	12	0	88	10	0	79	0	89	44	65	1	0	110	287
8:45 AM	0	0	0	0	0	0	76	19	0	95	13	0	70	0	83	56	75	0	0	131	309
Total	0	0	0	0	0	0	313	87	0	400	52	0	288	0	340	182	267	1	0	450	1190
Grand Total	0	1	0	0	1	0	591	171	0	762	120	1	601	0	722	397	521	1	0	919	2404
Approach %	0.0	100.0	0.0	0.0		0.0	77.6	22.4	0.0		16.6	0.1	83.2	0.0		43.2	56.7	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	24.6	7.1	0.0	31.7	5.0	0.0	25.0	0.0	30.0	16.5	21.7	0.0	0.0	38.2	
Exiting Leg Total					2					641					569					1192	2404

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	67	22	0	89	19	0	81	0	100	49	75	0	0	124	313
7:30 AM	0	0	0	0	0	0	72	28	0	100	18	0	78	0	96	68	52	0	0	120	316
7:45 AM	0	1	0	0	1	0	88	21	0	109	21	1	92	0	114	61	75	0	0	136	360
8:00 AM	0	0	0	0	0	0	86	24	0	110	16	0	73	0	89	45	64	0	0	109	308
Total Volume	0	1	0	0	1	0	313	95	0	408	74	1	324	0	399	223	266	0	0	489	1297
% Approach Total	0.0	100.0	0.0	0.0		0.0	76.7	23.3	0.0		18.5	0.3	81.2	0.0		45.6	54.4	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.889	0.848	0.000	0.927	0.881	0.250	0.880	0.000	0.875	0.820	0.887	0.000	0.000	0.899	0.901
Entering Leg	0	1	0	0	1	0	313	95	0	408	74	1	324	0	399	223	266	0	0	489	1297
Exiting Leg					1					340					319					637	1297
Total					2					748					718					1126	2594

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	7	0	0	7	1	0	6	0	7	3	11	0	0	14	28
7:15 AM	0	0	0	0	0	0	5	5	0	10	0	0	11	0	11	3	9	0	0	12	33
7:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	4	0	4	10	6	0	0	16	29
7:45 AM	0	0	0	0	0	0	9	3	0	12	0	0	17	0	17	7	5	0	0	12	41
Total	0	0	0	0	0	0	29	9	0	38	1	0	38	0	39	23	31	0	0	54	131
8:00 AM	0	0	0	0	0	0	7	1	0	8	1	1	10	0	12	5	5	0	0	10	30
8:15 AM	1	0	0	0	1	0	9	2	0	11	1	0	7	0	8	4	8	0	0	12	32
8:30 AM	0	0	0	0	0	0	5	3	0	8	2	0	14	0	16	3	3	0	0	6	30
8:45 AM	0	0	0	0	0	0	8	1	0	9	1	0	8	0	9	5	12	0	0	17	35
Total	1	0	0	0	1	0	29	7	0	36	5	1	39	0	45	17	28	0	0	45	127
Grand Total	1	0	0	0	1	0	58	16	0	74	6	1	77	0	84	40	59	0	0	99	258
Approach %	100.0	0.0	0.0	0.0		0.0	78.4	21.6	0.0		7.1	1.2	91.7	0.0		40.4	59.6	0.0	0.0		
Total %	0.4	0.0	0.0	0.0	0.4	0.0	22.5	6.2	0.0	28.7	2.3	0.4	29.8	0.0	32.6	15.5	22.9	0.0	0.0	38.4	
Exiting Leg Total					1					65					56					136	258

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	5	5	0	10	0	0	11	0	11	3	9	0	0	12	33
7:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	4	0	4	10	6	0	0	16	29
7:45 AM	0	0	0	0	0	0	9	3	0	12	0	0	17	0	17	7	5	0	0	12	41
8:00 AM	0	0	0	0	0	0	7	1	0	8	1	1	10	0	12	5	5	0	0	10	30
Total Volume	0	0	0	0	0	0	29	10	0	39	1	1	42	0	44	25	25	0	0	50	133
% Approach Total	0.0	0.0	0.0	0.0		0.0	74.4	25.6	0.0		2.3	2.3	95.5	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.806	0.500	0.000	0.813	0.250	0.250	0.618	0.000	0.647	0.625	0.694	0.000	0.000	0.781	0.811
Entering Leg	0	0	0	0	0	0	29	10	0	39	1	1	42	0	44	25	25	0	0	50	133
Exiting Leg					1					26					35					71	133
Total					1					65					79					121	266

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Driveway					Court Street					Commercial Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	0	3	0	0	3	9
7:15 AM	0	0	0	0	0	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	12
7:30 AM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	2	1	0	0	3	10
7:45 AM	0	0	0	0	0	0	4	4	0	8	2	0	2	0	4	1	3	0	0	4	16
Total	0	0	0	0	0	0	14	11	0	25	4	0	5	0	9	5	8	0	0	13	47
8:00 AM	0	0	0	0	0	0	4	3	0	7	2	0	2	0	4	1	0	0	0	1	12
8:15 AM	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	1	1	0	0	2	10
8:30 AM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	1	3	0	0	4	9
8:45 AM	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4	2	2	0	0	4	13
Total	0	0	0	0	0	0	13	10	0	23	5	0	5	0	10	5	6	0	0	11	44
Grand Total	0	0	0	0	0	0	27	21	0	48	9	0	10	0	19	10	14	0	0	24	91
Approach %	0.0	0.0	0.0	0.0		0.0	56.3	43.8	0.0		47.4	0.0	52.6	0.0		41.7	58.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.7	23.1	0.0	52.7	9.9	0.0	11.0	0.0	20.9	11.0	15.4	0.0	0.0	26.4	
Exiting Leg Total					0					23					31					37	91

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Driveway					Court Street					Commercial Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	4	2	0	6	1	0	2	0	3	2	1	0	0	3	12
7:30 AM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	2	1	0	0	3	10
7:45 AM	0	0	0	0	0	0	4	4	0	8	2	0	2	0	4	1	3	0	0	4	16
8:00 AM	0	0	0	0	0	0	4	3	0	7	2	0	2	0	4	1	0	0	0	1	12
Total Volume	0	0	0	0	0	0	16	11	0	27	5	0	7	0	12	6	5	0	0	11	50
% Approach Total	0.0	0.0	0.0	0.0		0.0	59.3	40.7	0.0		41.7	0.0	58.3	0.0		54.5	45.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.688	0.000	0.844	0.625	0.000	0.875	0.000	0.750	0.750	0.417	0.000	0.000	0.688	0.781
Entering Leg	0	0	0	0	0	0	16	11	0	27	5	0	7	0	12	6	5	0	0	11	50
Exiting Leg					0					10					17					23	50
Total					0					37					29					34	100

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	4	0	0	4	6
Total	0	0	0	0	0	0	2	1	0	3	0	0	3	0	3	0	7	0	0	7	13
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
8:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	1	0	0	1	4
Total	0	0	1	0	1	1	5	0	0	6	1	0	6	0	7	0	7	0	0	7	21
Grand Total	0	0	1	0	1	1	7	1	0	9	1	0	9	0	10	0	14	0	0	14	34
Approach %	0.0	0.0	100.0	0.0		11.1	77.8	11.1	0.0		10.0	0.0	90.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	2.9	0.0	2.9	2.9	20.6	2.9	0.0	26.5	2.9	0.0	26.5	0.0	29.4	0.0	41.2	0.0	0.0	41.2	
Exiting Leg Total					1					16					1					16	34

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	4	0	0	4	6
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
Total Volume	0	0	0	0	0	1	4	1	0	6	0	0	7	0	7	0	10	0	0	10	23
% Approach Total	0.0	0.0	0.0	0.0		16.7	66.7	16.7	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.333	0.250	0.000	0.500	0.000	0.000	0.875	0.000	0.875	0.000	0.625	0.000	0.000	0.625	0.958
Entering Leg	0	0	0	0	0	1	4	1	0	6	0	0	7	0	7	0	10	0	0	10	23
Exiting Leg					1					10					1					11	23
Total					1					16					8					21	46

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	1	0	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	3	0	0	6	10
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	5	0	0	8	12
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		37.5	62.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	25.0	0.0	25.0	25.0	41.7	0.0	0.0	66.7	
Exiting Leg Total					0					5					3					4	12

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	1	0	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	3	0	0	6	10
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.375	0.000	0.375	0.250	0.750	0.000	0.000	0.375	0.357
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	3	0	0	6	10
Exiting Leg					0					3					3					4	10
Total					0					4					6					10	20

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							1							0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							1							0							0							0	1
Total							2							0							0							0	2

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	6	1	7	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	14
7:15 AM	0	0	0	0	3	0	3	0	0	0	0	5	0	5	0	0	0	0	1	0	1	0	0	0	0	1	2	3	12
7:30 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7
7:45 AM	0	0	0	0	3	1	4	0	0	0	0	3	0	3	0	0	0	0	0	1	1	0	0	0	0	0	1	1	9
Total	0	0	0	0	13	5	18	0	0	0	0	14	0	14	0	0	0	0	1	1	2	0	0	0	0	2	6	8	42
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	5
8:45 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	6	1	7	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	1	1	2	13
Grand Total	0	0	0	0	19	6	25	0	0	0	0	17	0	17	0	0	0	0	2	1	3	0	0	0	0	3	7	10	55
Approach %	0	0	0	0	76	24		0	0	0	0	100	0		0	0	0	0	66.7	33.3		0	0	0	0	30	70		
Total %	0	0	0	0	34.5	10.9	45.5	0	0	0	0	30.9	0	30.9	0	0	0	0	3.64	1.82	5.45	0	0	0	0	5.45	12.7	18.2	
Exiting Leg Total							25							17							3							10	55

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	6	1	7	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	14
7:15 AM	0	0	0	0	3	0	3	0	0	0	0	5	0	5	0	0	0	0	1	0	1	0	0	0	0	1	2	3	12
7:30 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7
7:45 AM	0	0	0	0	3	1	4	0	0	0	0	3	0	3	0	0	0	0	0	1	1	0	0	0	0	0	1	1	9
Total Volume	0	0	0	0	13	5	18	0	0	0	0	14	0	14	0	0	0	0	1	1	2	0	0	0	0	2	6	8	42
% Approach Total	0.0	0.0	0.0	0.0	72.2	27.8		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	25.0	75.0		
PHF	0.000	0.000	0.000	0.000	0.542	0.417	0.643	0.000	0.000	0.000	0.000	0.700	0.000	0.700	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.750	0.667	0.750
Entering Leg	0	0	0	0	13	5	18	0	0	0	0	14	0	14	0	0	0	0	1	1	2	0	0	0	0	2	6	8	42
Exiting Leg							18							14							2							8	42
Total							36							28							4							16	84

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	97	33	0	130	32	0	81	0	113	66	93	0	0	159	402
4:15 PM	0	0	1	0	1	1	95	34	0	130	24	0	74	0	98	77	94	0	0	171	400
4:30 PM	0	0	0	0	0	0	91	26	0	117	30	0	92	0	122	68	107	0	0	175	414
4:45 PM	0	0	0	0	0	0	81	25	0	106	26	0	71	0	97	73	94	0	0	167	370
Total	0	0	1	0	1	1	364	118	0	483	112	0	318	0	430	284	388	0	0	672	1586
5:00 PM	0	1	0	0	1	1	64	28	0	93	24	0	80	0	104	60	98	0	0	158	356
5:15 PM	0	0	0	0	0	0	71	26	0	97	24	0	65	0	89	74	110	0	0	184	370
5:30 PM	0	0	0	0	0	0	64	24	0	88	19	0	66	0	85	72	89	0	0	161	334
5:45 PM	0	0	0	0	0	0	75	25	0	100	15	0	57	0	72	61	94	0	0	155	327
Total	0	1	0	0	1	1	274	103	0	378	82	0	268	0	350	267	391	0	0	658	1387
Grand Total	0	1	1	0	2	2	638	221	0	861	194	0	586	0	780	551	779	0	0	1330	2973
Approach %	0.0	50.0	50.0	0.0		0.2	74.1	25.7	0.0		24.9	0.0	75.1	0.0		41.4	58.6	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.1	21.5	7.4	0.0	29.0	6.5	0.0	19.7	0.0	26.2	18.5	26.2	0.0	0.0	44.7	
Exiting Leg Total					2					974					773					1224	2973
Cars	0	1	1	0	2	2	615	200	0	817	192	0	580	0	772	538	759	0	0	1297	2888
% Cars	0.0	100.0	100.0	0.0	100.0	100.0	96.4	90.5	0.0	94.9	99.0	0.0	99.0	0.0	99.0	97.6	97.4	0.0	0.0	97.5	97.1
Exiting Leg Total					2					952					739					1195	2888
Heavy Vehicles	0	0	0	0	0	0	23	21	0	44	2	0	6	0	8	13	20	0	0	33	85
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	3.6	9.5	0.0	5.1	1.0	0.0	1.0	0.0	1.0	2.4	2.6	0.0	0.0	2.5	2.9
Exiting Leg Total					0					22					34					29	85

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	97	33	0	130	32	0	81	0	113	66	93	0	0	159	402
4:15 PM	0	0	1	0	1	1	95	34	0	130	24	0	74	0	98	77	94	0	0	171	400
4:30 PM	0	0	0	0	0	0	91	26	0	117	30	0	92	0	122	68	107	0	0	175	414
4:45 PM	0	0	0	0	0	0	81	25	0	106	26	0	71	0	97	73	94	0	0	167	370
Total Volume	0	0	1	0	1	1	364	118	0	483	112	0	318	0	430	284	388	0	0	672	1586
% Approach Total	0.0	0.0	100.0	0.0		0.2	75.4	24.4	0.0		26.0	0.0	74.0	0.0		42.3	57.7	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.938	0.868	0.000	0.929	0.875	0.000	0.864	0.000	0.881	0.922	0.907	0.000	0.000	0.960	0.958
Cars	0	0	1	0	1	1	348	104	0	453	110	0	315	0	425	277	375	0	0	652	1531
Cars %	0.0	0.0	100.0	0.0	100.0	100.0	95.6	88.1	0.0	93.8	98.2	0.0	99.1	0.0	98.8	97.5	96.6	0.0	0.0	97.0	96.5
Heavy Vehicles	0	0	0	0	0	0	16	14	0	30	2	0	3	0	5	7	13	0	0	20	55
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	4.4	11.9	0.0	6.2	1.8	0.0	0.9	0.0	1.2	2.5	3.4	0.0	0.0	3.0	3.5
Cars Enter Leg	0	0	1	0	1	1	348	104	0	453	110	0	315	0	425	277	375	0	0	652	1531
Heavy Enter Leg	0	0	0	0	0	0	16	14	0	30	2	0	3	0	5	7	13	0	0	20	55
Total Entering Leg	0	0	1	0	1	1	364	118	0	483	112	0	318	0	430	284	388	0	0	672	1586
Cars Exiting Leg					1					486					381					663	1531
Heavy Exiting Leg					0					15					21					19	55
Total Exiting Leg					1					501					402					682	1586

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	91	27	0	118	32	0	81	0	113	63	88	0	0	151	382
4:15 PM	0	0	1	0	1	1	91	33	0	125	22	0	74	0	96	75	90	0	0	165	387
4:30 PM	0	0	0	0	0	0	88	23	0	111	30	0	91	0	121	67	105	0	0	172	404
4:45 PM	0	0	0	0	0	0	78	21	0	99	26	0	69	0	95	72	92	0	0	164	358
Total	0	0	1	0	1	1	348	104	0	453	110	0	315	0	425	277	375	0	0	652	1531
5:00 PM	0	1	0	0	1	1	64	28	0	93	24	0	80	0	104	60	96	0	0	156	354
5:15 PM	0	0	0	0	0	0	68	23	0	91	24	0	64	0	88	71	108	0	0	179	358
5:30 PM	0	0	0	0	0	0	64	24	0	88	19	0	65	0	84	72	88	0	0	160	332
5:45 PM	0	0	0	0	0	0	71	21	0	92	15	0	56	0	71	58	92	0	0	150	313
Total	0	1	0	0	1	1	267	96	0	364	82	0	265	0	347	261	384	0	0	645	1357
Grand Total	0	1	1	0	2	2	615	200	0	817	192	0	580	0	772	538	759	0	0	1297	2888
Approach %	0.0	50.0	50.0	0.0		0.2	75.3	24.5	0.0		24.9	0.0	75.1	0.0		41.5	58.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.1	21.3	6.9	0.0	28.3	6.6	0.0	20.1	0.0	26.7	18.6	26.3	0.0	0.0	44.9	
Exiting Leg Total					2					952					739					1195	2888

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	91	27	0	118	32	0	81	0	113	63	88	0	0	151	382
4:15 PM	0	0	1	0	1	1	91	33	0	125	22	0	74	0	96	75	90	0	0	165	387
4:30 PM	0	0	0	0	0	0	88	23	0	111	30	0	91	0	121	67	105	0	0	172	404
4:45 PM	0	0	0	0	0	0	78	21	0	99	26	0	69	0	95	72	92	0	0	164	358
Total Volume	0	0	1	0	1	1	348	104	0	453	110	0	315	0	425	277	375	0	0	652	1531
% Approach Total	0.0	0.0	100.0	0.0		0.2	76.8	23.0	0.0		25.9	0.0	74.1	0.0		42.5	57.5	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.956	0.788	0.000	0.906	0.859	0.000	0.865	0.000	0.878	0.923	0.893	0.000	0.000	0.948	0.947
Entering Leg	0	0	1	0	1	1	348	104	0	453	110	0	315	0	425	277	375	0	0	652	1531
Exiting Leg					1					486					381					663	1531
Total					2					939					806					1315	3062

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	6	6	0	12	0	0	0	0	0	3	5	0	0	8	20
4:15 PM	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	2	4	0	0	6	13
4:30 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	1	2	0	0	3	10
4:45 PM	0	0	0	0	0	0	3	4	0	7	0	0	2	0	2	1	2	0	0	3	12
Total	0	0	0	0	0	0	16	14	0	30	2	0	3	0	5	7	13	0	0	20	55
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	3	2	0	0	5	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	4	4	0	8	0	0	1	0	1	3	2	0	0	5	14
Total	0	0	0	0	0	0	7	7	0	14	0	0	3	0	3	6	7	0	0	13	30
Grand Total	0	0	0	0	0	0	23	21	0	44	2	0	6	0	8	13	20	0	0	33	85
Approach %	0.0	0.0	0.0	0.0		0.0	52.3	47.7	0.0		25.0	0.0	75.0	0.0		39.4	60.6	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	27.1	24.7	0.0	51.8	2.4	0.0	7.1	0.0	9.4	15.3	23.5	0.0	0.0	38.8	
Exiting Leg Total					0					22					34					29	85
Buses	0	0	0	0	0	0	15	18	0	33	1	0	1	0	2	9	12	0	0	21	56
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	65.2	85.7	0.0	75.0	50.0	0.0	16.7	0.0	25.0	69.2	60.0	0.0	0.0	63.6	65.9
Exiting Leg Total					0					13					27					16	56
Single-Unit Trucks	0	0	0	0	0	0	4	2	0	6	0	0	4	0	4	3	8	0	0	11	21
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	17.4	9.5	0.0	13.6	0.0	0.0	66.7	0.0	50.0	23.1	40.0	0.0	0.0	33.3	24.7
Exiting Leg Total					0					8					5					8	21
Articulated Trucks	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	17.4	4.8	0.0	11.4	50.0	0.0	16.7	0.0	25.0	7.7	0.0	0.0	0.0	3.0	9.4
Exiting Leg Total					0					1					2					5	8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	6	6	0	12	0	0	0	0	0	3	5	0	0	8	20
4:15 PM	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	2	4	0	0	6	13
4:30 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	1	2	0	0	3	10
4:45 PM	0	0	0	0	0	0	3	4	0	7	0	0	2	0	2	1	2	0	0	3	12
Total Volume	0	0	0	0	0	0	16	14	0	30	2	0	3	0	5	7	13	0	0	20	55
% Approach Total	0.0	0.0	0.0	0.0		0.0	53.3	46.7	0.0		40.0	0.0	60.0	0.0		35.0	65.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.583	0.000	0.625	0.250	0.000	0.375	0.000	0.625	0.583	0.650	0.000	0.000	0.625	0.688
Buses	0	0	0	0	0	0	8	11	0	19	1	0	0	0	1	4	9	0	0	13	33
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	78.6	0.0	63.3	50.0	0.0	0.0	0.0	20.0	57.1	69.2	0.0	0.0	65.0	60.0
Single-Unit Trucks	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	2	4	0	0	6	14
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	14.3	0.0	20.0	0.0	0.0	66.7	0.0	40.0	28.6	30.8	0.0	0.0	30.0	25.5
Articulated Trucks	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	7.1	0.0	16.7	50.0	0.0	33.3	0.0	40.0	14.3	0.0	0.0	0.0	5.0	14.5
Buses	0	0	0	0	0	0	8	11	0	19	1	0	0	0	1	4	9	0	0	13	33
Single-Unit Trucks	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	2	4	0	0	6	14
Articulated Trucks	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
Total Entering Leg	0	0	0	0	0	0	16	14	0	30	2	0	3	0	5	7	13	0	0	20	55
Buses					0					10					15					8	33
Single-Unit Trucks					0					4					4					6	14
Articulated Trucks					0					1					2					5	8
Total Exiting Leg					0					15					21					19	55

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	83	26	0	109	31	0	76	0	107	50	80	0	0	130	346
4:15 PM	0	0	1	0	1	1	83	31	0	115	19	0	70	0	89	66	77	0	0	143	348
4:30 PM	0	0	0	0	0	0	73	20	0	93	25	0	81	0	106	63	94	0	0	157	356
4:45 PM	0	0	0	0	0	0	73	19	0	92	24	0	66	0	90	64	85	0	0	149	331
Total	0	0	1	0	1	1	312	96	0	409	99	0	293	0	392	243	336	0	0	579	1381
5:00 PM	0	1	0	0	1	1	61	23	0	85	20	0	76	0	96	54	80	0	0	134	316
5:15 PM	0	0	0	0	0	0	64	22	0	86	23	0	57	0	80	61	101	0	0	162	328
5:30 PM	0	0	0	0	0	0	60	23	0	83	18	0	58	0	76	66	79	0	0	145	304
5:45 PM	0	0	0	0	0	0	63	19	0	82	14	0	53	0	67	51	83	0	0	134	283
Total	0	1	0	0	1	1	248	87	0	336	75	0	244	0	319	232	343	0	0	575	1231
Grand Total	0	1	1	0	2	2	560	183	0	745	174	0	537	0	711	475	679	0	0	1154	2612
Approach %	0.0	50.0	50.0	0.0		0.3	75.2	24.6	0.0		24.5	0.0	75.5	0.0		41.2	58.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.1	21.4	7.0	0.0	28.5	6.7	0.0	20.6	0.0	27.2	18.2	26.0	0.0	0.0	44.2	
Exiting Leg Total					2					854					659					1097	2612

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	83	26	0	109	31	0	76	0	107	50	80	0	0	130	346
4:15 PM	0	0	1	0	1	1	83	31	0	115	19	0	70	0	89	66	77	0	0	143	348
4:30 PM	0	0	0	0	0	0	73	20	0	93	25	0	81	0	106	63	94	0	0	157	356
4:45 PM	0	0	0	0	0	0	73	19	0	92	24	0	66	0	90	64	85	0	0	149	331
Total Volume	0	0	1	0	1	1	312	96	0	409	99	0	293	0	392	243	336	0	0	579	1381
% Approach Total	0.0	0.0	100.0	0.0		0.2	76.3	23.5	0.0		25.3	0.0	74.7	0.0		42.0	58.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.940	0.774	0.000	0.889	0.798	0.000	0.904	0.000	0.916	0.920	0.894	0.000	0.000	0.922	0.970
Entering Leg	0	0	1	0	1	1	312	96	0	409	99	0	293	0	392	243	336	0	0	579	1381
Exiting Leg					1					436					339					605	1381
Total					2					845					731					1184	2762

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	8	1	0	9	1	0	5	0	6	13	8	0	0	21	36
4:15 PM	0	0	0	0	0	0	8	2	0	10	3	0	4	0	7	9	11	0	0	20	37
4:30 PM	0	0	0	0	0	0	15	3	0	18	5	0	9	0	14	4	11	0	0	15	47
4:45 PM	0	0	0	0	0	0	4	2	0	6	2	0	3	0	5	8	7	0	0	15	26
Total	0	0	0	0	0	0	35	8	0	43	11	0	21	0	32	34	37	0	0	71	146
5:00 PM	0	0	0	0	0	0	3	5	0	8	4	0	4	0	8	6	16	0	0	22	38
5:15 PM	0	0	0	0	0	0	4	1	0	5	1	0	7	0	8	10	6	0	0	16	29
5:30 PM	0	0	0	0	0	0	4	1	0	5	1	0	7	0	8	6	9	0	0	15	28
5:45 PM	0	0	0	0	0	0	8	2	0	10	1	0	3	0	4	7	9	0	0	16	30
Total	0	0	0	0	0	0	19	9	0	28	7	0	21	0	28	29	40	0	0	69	125
Grand Total	0	0	0	0	0	0	54	17	0	71	18	0	42	0	60	63	77	0	0	140	271
Approach %	0.0	0.0	0.0	0.0		0.0	76.1	23.9	0.0		30.0	0.0	70.0	0.0		45.0	55.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	19.9	6.3	0.0	26.2	6.6	0.0	15.5	0.0	22.1	23.2	28.4	0.0	0.0	51.7	
Exiting Leg Total					0					95					80					96	271

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	8	2	0	10	3	0	4	0	7	9	11	0	0	20	37
4:30 PM	0	0	0	0	0	0	15	3	0	18	5	0	9	0	14	4	11	0	0	15	47
4:45 PM	0	0	0	0	0	0	4	2	0	6	2	0	3	0	5	8	7	0	0	15	26
5:00 PM	0	0	0	0	0	0	3	5	0	8	4	0	4	0	8	6	16	0	0	22	38
Total Volume	0	0	0	0	0	0	30	12	0	42	14	0	20	0	34	27	45	0	0	72	148
% Approach Total	0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0		41.2	0.0	58.8	0.0		37.5	62.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.600	0.000	0.583	0.700	0.000	0.556	0.000	0.607	0.750	0.703	0.000	0.000	0.818	0.787
Entering Leg	0	0	0	0	0	0	30	12	0	42	14	0	20	0	34	27	45	0	0	72	148
Exiting Leg					0					59					39					50	148
Total					0					101					73					122	296

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	5	0	7	0	0	0	0	0	2	3	0	0	5	12
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
4:30 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	1	2	0	0	3	9
4:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	8
Total	0	0	0	0	0	0	8	11	0	19	1	0	0	0	1	4	9	0	0	13	33
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	3	0	0	0	3	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	2	1	0	0	3	11
Total	0	0	0	0	0	0	7	7	0	14	0	0	1	0	1	5	3	0	0	8	23
Grand Total	0	0	0	0	0	0	15	18	0	33	1	0	1	0	2	9	12	0	0	21	56
Approach %	0.0	0.0	0.0	0.0		0.0	45.5	54.5	0.0		50.0	0.0	50.0	0.0		42.9	57.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	26.8	32.1	0.0	58.9	1.8	0.0	1.8	0.0	3.6	16.1	21.4	0.0	0.0	37.5	
Exiting Leg Total					0					13					27					16	56

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	5	0	7	0	0	0	0	0	2	3	0	0	5	12
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
4:30 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	1	2	0	0	3	9
4:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	8
Total Volume	0	0	0	0	0	0	8	11	0	19	1	0	0	0	1	4	9	0	0	13	33
% Approach Total	0.0	0.0	0.0	0.0		0.0	42.1	57.9	0.0		100.0	0.0	0.0	0.0		30.8	69.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.550	0.000	0.679	0.250	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.650	0.688
Entering Leg	0	0	0	0	0	0	8	11	0	19	1	0	0	0	1	4	9	0	0	13	33
Exiting Leg					0					10					15					8	33
Total					0					29					16					21	66

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	2	0	0	4	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	2	4	0	0	6	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	4	0	0	5	7
Grand Total	0	0	0	0	0	0	4	2	0	6	0	0	4	0	4	3	8	0	0	11	21
Approach %	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	0.0	100.0	0.0		27.3	72.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	19.0	9.5	0.0	28.6	0.0	0.0	19.0	0.0	19.0	14.3	38.1	0.0	0.0	52.4	
Exiting Leg Total					0					8					5					8	21

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway from North					Court Street from East					Commercial Street from South					Court Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	2	0	0	4	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	2	4	0	0	6	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	0.0	100.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	2	4	0	0	6	14
Exiting Leg					0					4					4					6	14
Total					0					10					6					12	28

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Driveway					Court Street					Commercial Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
Approach %	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		50.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	12.5	0.0	62.5	12.5	0.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	12.5	
Exiting Leg Total					0					1					2					5	8

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway					Court Street					Commercial Street					Court Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		50.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.417	0.250	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	8
Exiting Leg					0					1					2					5	8
Total					0					6					4					6	16

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							0							0	2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							2							0							0							0	2
Total							4							0							0							0	4

PDI File #: **186458-16**
Location: **N: Driveway S: Commercial Street**
Location: **E: Court Street W: Court Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	1	1	8
4:15 PM	0	0	0	0	5	1	6	0	0	0	0	3	1	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	12
4:30 PM	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
Total	0	0	0	0	6	4	10	0	0	0	0	4	5	9	0	0	0	0	1	7	8	0	0	0	0	0	1	1	28
5:00 PM	0	0	0	0	6	4	10	0	0	0	0	4	0	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	17
5:15 PM	0	0	0	0	1	4	5	0	0	0	0	1	3	4	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	3	1	4	0	0	0	0	2	3	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10
Total	0	0	0	0	11	9	20	0	0	0	0	8	6	14	0	0	0	0	1	5	6	0	0	0	0	0	0	0	40
Grand Total	0	0	0	0	17	13	30	0	0	0	0	12	11	23	0	0	0	0	2	12	14	0	0	0	0	0	1	1	68
Approach %	0	0	0	0	56.7	43.3		0	0	0	0	52.2	47.8		0	0	0	0	14.3	85.7		0	0	0	0	0	100		
Total %	0	0	0	0	25	19.1	44.1	0	0	0	0	17.6	16.2	33.8	0	0	0	0	2.94	17.6	20.6	0	0	0	0	0	1.47	1.47	
Exiting Leg Total							30							23							14							1	68

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Driveway from North							Court Street from East							Commercial Street from South							Court Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	6	4	10	0	0	0	0	4	0	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	17
5:15 PM	0	0	0	0	1	4	5	0	0	0	0	1	3	4	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	3	1	4	0	0	0	0	2	3	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	11	9	20	0	0	0	0	8	6	14	0	0	0	0	1	5	6	0	0	0	0	0	0	0	40
% Approach Total	0.0	0.0	0.0	0.0	55.0	45.0		0.0	0.0	0.0	0.0	57.1	42.9		0.0	0.0	0.0	0.0	16.7	83.3		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.458	0.563	0.500	0.000	0.000	0.000	0.000	0.500	0.500	0.700	0.000	0.000	0.000	0.000	0.250	0.625	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.588
Entering Leg	0	0	0	0	11	9	20	0	0	0	0	8	6	14	0	0	0	0	1	5	6	0	0	0	0	0	0	0	40
Exiting Leg							20							14							6							0	40
Total							40							28							12							0	80

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	8	29	16	0	53	20	41	7	0	68	31	63	5	0	99	12	61	9	0	82	302
7:15 AM	16	48	18	0	82	24	66	6	0	96	32	96	20	0	148	10	68	10	0	88	414
7:30 AM	15	61	28	0	104	18	80	12	0	110	33	102	15	0	150	15	94	13	0	122	486
7:45 AM	11	64	23	0	98	24	78	16	0	118	37	118	16	0	171	25	77	14	0	116	503
Total	50	202	85	0	337	86	265	41	0	392	133	379	56	0	568	62	300	46	0	408	1705
8:00 AM	12	56	15	0	83	22	78	16	0	116	38	96	11	0	145	14	61	8	0	83	427
8:15 AM	15	59	16	0	90	21	72	12	0	105	18	70	10	0	98	11	47	12	0	70	363
8:30 AM	13	58	14	0	85	21	70	12	0	103	21	88	8	0	117	13	51	8	1	73	378
8:45 AM	9	65	16	0	90	22	79	25	0	126	17	80	16	0	113	23	59	7	0	89	418
Total	49	238	61	0	348	86	299	65	0	450	94	334	45	0	473	61	218	35	1	315	1586
Grand Total	99	440	146	0	685	172	564	106	0	842	227	713	101	0	1041	123	518	81	1	723	3291
Approach %	14.5	64.2	21.3	0.0		20.4	67.0	12.6	0.0		21.8	68.5	9.7	0.0		17.0	71.6	11.2	0.1		
Total %	3.0	13.4	4.4	0.0	20.8	5.2	17.1	3.2	0.0	25.6	6.9	21.7	3.1	0.0	31.6	3.7	15.7	2.5	0.0	22.0	
Exiting Leg Total					966					891					669					765	3291
Cars	92	422	142	0	656	165	526	97	0	788	212	668	93	0	973	117	508	55	1	681	3098
% Cars	92.9	95.9	97.3	0.0	95.8	95.9	93.3	91.5	0.0	93.6	93.4	93.7	92.1	0.0	93.5	95.1	98.1	67.9	100.0	94.2	94.1
Exiting Leg Total					888					862					636					712	3098
Heavy Vehicles	7	18	4	0	29	7	38	9	0	54	15	45	8	0	68	6	10	26	0	42	193
% Heavy Vehicles	7.1	4.1	2.7	0.0	4.2	4.1	6.7	8.5	0.0	6.4	6.6	6.3	7.9	0.0	6.5	4.9	1.9	32.1	0.0	5.8	5.9
Exiting Leg Total					78					29					33					53	193

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	16	48	18	0	82	24	66	6	0	96	32	96	20	0	148	10	68	10	0	88	414
7:30 AM	15	61	28	0	104	18	80	12	0	110	33	102	15	0	150	15	94	13	0	122	486
7:45 AM	11	64	23	0	98	24	78	16	0	118	37	118	16	0	171	25	77	14	0	116	503
8:00 AM	12	56	15	0	83	22	78	16	0	116	38	96	11	0	145	14	61	8	0	83	427
Total Volume	54	229	84	0	367	88	302	50	0	440	140	412	62	0	614	64	300	45	0	409	1830
% Approach Total	14.7	62.4	22.9	0.0		20.0	68.6	11.4	0.0		22.8	67.1	10.1	0.0		15.6	73.3	11.0	0.0		
PHF	0.844	0.895	0.750	0.000	0.882	0.917	0.944	0.781	0.000	0.932	0.921	0.873	0.775	0.000	0.898	0.640	0.798	0.804	0.000	0.838	0.910
Cars	50	219	82	0	351	83	278	45	0	406	131	390	57	0	578	61	293	32	0	386	1721
Cars %	92.6	95.6	97.6	0.0	95.6	94.3	92.1	90.0	0.0	92.3	93.6	94.7	91.9	0.0	94.1	95.3	97.7	71.1	0.0	94.4	94.0
Heavy Vehicles	4	10	2	0	16	5	24	5	0	34	9	22	5	0	36	3	7	13	0	23	109
Heavy Vehicles %	7.4	4.4	2.4	0.0	4.4	5.7	7.9	10.0	0.0	7.7	6.4	5.3	8.1	0.0	5.9	4.7	2.3	28.9	0.0	5.6	6.0
Cars Enter Leg	50	219	82	0	351	83	278	45	0	406	131	390	57	0	578	61	293	32	0	386	1721
Heavy Enter Leg	4	10	2	0	16	5	24	5	0	34	9	22	5	0	36	3	7	13	0	23	109
Total Entering Leg	54	229	84	0	367	88	302	50	0	440	140	412	62	0	614	64	300	45	0	409	1830
Cars Exiting Leg					505					506					325					385	1721
Heavy Exiting Leg					40					18					18					33	109
Total Exiting Leg					545					524					343					418	1830

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	7	27	16	0	50	20	37	6	0	63	30	59	5	0	94	12	61	7	0	80	287
7:15 AM	16	45	18	0	79	22	55	4	0	81	29	92	19	0	140	8	67	7	0	82	382
7:30 AM	14	60	28	0	102	17	78	12	0	107	30	97	14	0	141	15	92	9	0	116	466
7:45 AM	9	61	23	0	93	24	72	14	0	110	37	111	14	0	162	25	74	11	0	110	475
Total	46	193	85	0	324	83	242	36	0	361	126	359	52	0	537	60	294	34	0	388	1610
8:00 AM	11	53	13	0	77	20	73	15	0	108	35	90	10	0	135	13	60	5	0	78	398
8:15 AM	15	58	15	0	88	21	68	10	0	99	18	64	9	0	91	10	46	8	0	64	342
8:30 AM	11	57	14	0	82	21	70	12	0	103	19	83	8	0	110	13	51	4	1	69	364
8:45 AM	9	61	15	0	85	20	73	24	0	117	14	72	14	0	100	21	57	4	0	82	384
Total	46	229	57	0	332	82	284	61	0	427	86	309	41	0	436	57	214	21	1	293	1488
Grand Total	92	422	142	0	656	165	526	97	0	788	212	668	93	0	973	117	508	55	1	681	3098
Approach %	14.0	64.3	21.6	0.0		20.9	66.8	12.3	0.0		21.8	68.7	9.6	0.0		17.2	74.6	8.1	0.1		
Total %	3.0	13.6	4.6	0.0	21.2	5.3	17.0	3.1	0.0	25.4	6.8	21.6	3.0	0.0	31.4	3.8	16.4	1.8	0.0	22.0	
Exiting Leg Total					888					862					636					712	3098

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	16	45	18	0	79	22	55	4	0	81	29	92	19	0	140	8	67	7	0	82	382
7:30 AM	14	60	28	0	102	17	78	12	0	107	30	97	14	0	141	15	92	9	0	116	466
7:45 AM	9	61	23	0	93	24	72	14	0	110	37	111	14	0	162	25	74	11	0	110	475
8:00 AM	11	53	13	0	77	20	73	15	0	108	35	90	10	0	135	13	60	5	0	78	398
Total Volume	50	219	82	0	351	83	278	45	0	406	131	390	57	0	578	61	293	32	0	386	1721
% Approach Total	14.2	62.4	23.4	0.0		20.4	68.5	11.1	0.0		22.7	67.5	9.9	0.0		15.8	75.9	8.3	0.0		
PHF	0.781	0.898	0.732	0.000	0.860	0.865	0.891	0.750	0.000	0.923	0.885	0.878	0.750	0.000	0.892	0.610	0.796	0.727	0.000	0.832	0.906
Entering Leg	50	219	82	0	351	83	278	45	0	406	131	390	57	0	578	61	293	32	0	386	1721
Exiting Leg					505					506					325					385	1721
Total					856					912					903					771	3442

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	0	4	1	0	5	1	4	0	0	5	0	0	2	0	2	15
7:15 AM	0	3	0	0	3	2	11	2	0	15	3	4	1	0	8	2	1	3	0	6	32
7:30 AM	1	1	0	0	2	1	2	0	0	3	3	5	1	0	9	0	2	4	0	6	20
7:45 AM	2	3	0	0	5	0	6	2	0	8	0	7	2	0	9	0	3	3	0	6	28
Total	4	9	0	0	13	3	23	5	0	31	7	20	4	0	31	2	6	12	0	20	95
8:00 AM	1	3	2	0	6	2	5	1	0	8	3	6	1	0	10	1	1	3	0	5	29
8:15 AM	0	1	1	0	2	0	4	2	0	6	0	6	1	0	7	1	1	4	0	6	21
8:30 AM	2	1	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	4	0	4	14
8:45 AM	0	4	1	0	5	2	6	1	0	9	3	8	2	0	13	2	2	3	0	7	34
Total	3	9	4	0	16	4	15	4	0	23	8	25	4	0	37	4	4	14	0	22	98
Grand Total	7	18	4	0	29	7	38	9	0	54	15	45	8	0	68	6	10	26	0	42	193
Approach %	24.1	62.1	13.8	0.0		13.0	70.4	16.7	0.0		22.1	66.2	11.8	0.0		14.3	23.8	61.9	0.0		
Total %	3.6	9.3	2.1	0.0	15.0	3.6	19.7	4.7	0.0	28.0	7.8	23.3	4.1	0.0	35.2	3.1	5.2	13.5	0.0	21.8	
Exiting Leg Total					78					29					33					53	193
Buses	7	16	2	0	25	4	29	9	0	42	6	34	3	0	43	2	5	26	0	33	143
% Buses	100.0	88.9	50.0	0.0	86.2	57.1	76.3	100.0	0.0	77.8	40.0	75.6	37.5	0.0	63.2	33.3	50.0	100.0	0.0	78.6	74.1
Exiting Leg Total					64					13					27					39	143
Single-Unit Trucks	0	1	0	0	1	1	7	0	0	8	7	9	4	0	20	4	4	0	0	8	37
% Single-Unit	0.0	5.6	0.0	0.0	3.4	14.3	18.4	0.0	0.0	14.8	46.7	20.0	50.0	0.0	29.4	66.7	40.0	0.0	0.0	19.0	19.2
Exiting Leg Total					10					11					5					11	37
Articulated Trucks	0	1	2	0	3	2	2	0	0	4	2	2	1	0	5	0	1	0	0	1	13
% Articulated	0.0	5.6	50.0	0.0	10.3	28.6	5.3	0.0	0.0	7.4	13.3	4.4	12.5	0.0	7.4	0.0	10.0	0.0	0.0	2.4	6.7
Exiting Leg Total					4					5					1					3	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	0	0	3	2	11	2	0	15	3	4	1	0	8	2	1	3	0	6	32
7:30 AM	1	1	0	0	2	1	2	0	0	3	3	5	1	0	9	0	2	4	0	6	20
7:45 AM	2	3	0	0	5	0	6	2	0	8	0	7	2	0	9	0	3	3	0	6	28
8:00 AM	1	3	2	0	6	2	5	1	0	8	3	6	1	0	10	1	1	3	0	5	29
Total Volume	4	10	2	0	16	5	24	5	0	34	9	22	5	0	36	3	7	13	0	23	109
% Approach Total	25.0	62.5	12.5	0.0		14.7	70.6	14.7	0.0		25.0	61.1	13.9	0.0		13.0	30.4	56.5	0.0		
PHF	0.500	0.833	0.250	0.000	0.667	0.625	0.545	0.625	0.000	0.567	0.750	0.786	0.625	0.000	0.900	0.375	0.583	0.813	0.000	0.958	0.852
Buses	4	8	0	0	12	3	18	5	0	26	4	17	3	0	24	1	4	13	0	18	80
Buses %	100.0	80.0	0.0	0.0	75.0	60.0	75.0	100.0	0.0	76.5	44.4	77.3	60.0	0.0	66.7	33.3	57.1	100.0	0.0	78.3	73.4
Single-Unit Trucks	0	1	0	0	1	1	5	0	0	6	5	4	2	0	11	2	2	0	0	4	22
Single-Unit %	0.0	10.0	0.0	0.0	6.3	20.0	20.8	0.0	0.0	17.6	55.6	18.2	40.0	0.0	30.6	66.7	28.6	0.0	0.0	17.4	20.2
Articulated Trucks	0	1	2	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	7
Articulated %	0.0	10.0	100.0	0.0	18.8	20.0	4.2	0.0	0.0	5.9	0.0	4.5	0.0	0.0	2.8	0.0	14.3	0.0	0.0	4.3	6.4
Buses	4	8	0	0	12	3	18	5	0	26	4	17	3	0	24	1	4	13	0	18	80
Single-Unit Trucks	0	1	0	0	1	1	5	0	0	6	5	4	2	0	11	2	2	0	0	4	22
Articulated Trucks	0	1	2	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	7
Total Entering Leg	4	10	2	0	16	5	24	5	0	34	9	22	5	0	36	3	7	13	0	23	109
Buses					33					8					14					25	80
Single-Unit Trucks					5					7					3					7	22
Articulated Trucks					2					3					1					1	7
Total Exiting Leg					40					18					18					33	109

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	7	26	15	0	48	19	30	6	0	55	23	53	5	0	81	11	49	7	0	67	251
7:15 AM	13	39	18	0	70	21	51	3	0	75	24	79	17	0	120	6	62	5	0	73	338
7:30 AM	13	55	23	0	91	14	68	9	0	91	28	90	13	0	131	14	86	9	0	109	422
7:45 AM	9	55	23	0	87	20	68	14	0	102	31	97	13	0	141	25	70	10	0	105	435
Total	42	175	79	0	296	74	217	32	0	323	106	319	48	0	473	56	267	31	0	354	1446
8:00 AM	11	46	12	0	69	18	69	13	0	100	33	78	10	0	121	11	58	4	0	73	363
8:15 AM	15	52	14	0	81	18	63	6	0	87	18	59	6	0	83	9	41	8	0	58	309
8:30 AM	10	48	11	0	69	17	61	10	0	88	18	73	8	0	99	11	44	4	1	60	316
8:45 AM	9	57	12	0	78	17	65	24	0	106	14	64	14	0	92	20	54	3	0	77	353
Total	45	203	49	0	297	70	258	53	0	381	83	274	38	0	395	51	197	19	1	268	1341
Grand Total	87	378	128	0	593	144	475	85	0	704	189	593	86	0	868	107	464	50	1	622	2787
Approach %	14.7	63.7	21.6	0.0		20.5	67.5	12.1	0.0		21.8	68.3	9.9	0.0		17.2	74.6	8.0	0.2		
Total %	3.1	13.6	4.6	0.0	21.3	5.2	17.0	3.0	0.0	25.3	6.8	21.3	3.1	0.0	31.1	3.8	16.6	1.8	0.0	22.3	
Exiting Leg Total					787					781					570					649	2787

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	13	39	18	0	70	21	51	3	0	75	24	79	17	0	120	6	62	5	0	73	338
7:30 AM	13	55	23	0	91	14	68	9	0	91	28	90	13	0	131	14	86	9	0	109	422
7:45 AM	9	55	23	0	87	20	68	14	0	102	31	97	13	0	141	25	70	10	0	105	435
8:00 AM	11	46	12	0	69	18	69	13	0	100	33	78	10	0	121	11	58	4	0	73	363
Total Volume	46	195	76	0	317	73	256	39	0	368	116	344	53	0	513	56	276	28	0	360	1558
% Approach Total	14.5	61.5	24.0	0.0		19.8	69.6	10.6	0.0		22.6	67.1	10.3	0.0		15.6	76.7	7.8	0.0		
PHF	0.885	0.886	0.826	0.000	0.871	0.869	0.928	0.696	0.000	0.902	0.879	0.887	0.779	0.000	0.910	0.560	0.802	0.700	0.000	0.826	0.895
Entering Leg	46	195	76	0	317	73	256	39	0	368	116	344	53	0	513	56	276	28	0	360	1558
Exiting Leg					445					468					290					355	1558
Total					762					836					803					715	3116

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	1	7	0	0	8	7	6	0	0	13	1	12	0	0	13	36
7:15 AM	3	6	0	0	9	1	4	1	0	6	5	13	2	0	20	2	5	2	0	9	44
7:30 AM	1	5	5	0	11	3	10	3	0	16	2	7	1	0	10	1	6	0	0	7	44
7:45 AM	0	6	0	0	6	4	4	0	0	8	6	14	1	0	21	0	4	1	0	5	40
Total	4	18	6	0	28	9	25	4	0	38	20	40	4	0	64	4	27	3	0	34	164
8:00 AM	0	7	1	0	8	2	4	2	0	8	2	11	0	0	13	2	2	1	0	5	34
8:15 AM	0	6	1	0	7	3	5	4	0	12	0	5	3	0	8	1	5	0	0	6	33
8:30 AM	1	9	3	0	13	4	9	2	0	15	1	10	0	0	11	2	7	0	0	9	48
8:45 AM	0	4	3	0	7	3	8	0	0	11	0	8	0	0	8	1	3	1	0	5	31
Total	1	26	8	0	35	12	26	8	0	46	3	34	3	0	40	6	17	2	0	25	146
Grand Total	5	44	14	0	63	21	51	12	0	84	23	74	7	0	104	10	44	5	0	59	310
Approach %	7.9	69.8	22.2	0.0		25.0	60.7	14.3	0.0		22.1	71.2	6.7	0.0		16.9	74.6	8.5	0.0		
Total %	1.6	14.2	4.5	0.0	20.3	6.8	16.5	3.9	0.0	27.1	7.4	23.9	2.3	0.0	33.5	3.2	14.2	1.6	0.0	19.0	
Exiting Leg Total					100					81					66					63	310

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	1	7	0	0	8	7	6	0	0	13	1	12	0	0	13	36
7:15 AM	3	6	0	0	9	1	4	1	0	6	5	13	2	0	20	2	5	2	0	9	44
7:30 AM	1	5	5	0	11	3	10	3	0	16	2	7	1	0	10	1	6	0	0	7	44
7:45 AM	0	6	0	0	6	4	4	0	0	8	6	14	1	0	21	0	4	1	0	5	40
Total Volume	4	18	6	0	28	9	25	4	0	38	20	40	4	0	64	4	27	3	0	34	164
% Approach Total	14.3	64.3	21.4	0.0		23.7	65.8	10.5	0.0		31.3	62.5	6.3	0.0		11.8	79.4	8.8	0.0		
PHF	0.333	0.750	0.300	0.000	0.636	0.563	0.625	0.333	0.000	0.594	0.714	0.714	0.500	0.000	0.762	0.500	0.563	0.375	0.000	0.654	0.932
Entering Leg	4	18	6	0	28	9	25	4	0	38	20	40	4	0	64	4	27	3	0	34	164
Exiting Leg					52					53					26					33	164
Total					80					91					90					67	328

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	0	3	1	0	4	0	4	0	0	4	0	0	2	0	2	13
7:15 AM	0	3	0	0	3	2	7	2	0	11	1	4	0	0	5	1	1	3	0	5	24
7:30 AM	1	1	0	0	2	0	1	0	0	1	2	4	1	0	7	0	1	4	0	5	15
7:45 AM	2	2	0	0	4	0	5	2	0	7	0	6	2	0	8	0	1	3	0	4	23
Total	4	8	0	0	12	2	16	5	0	23	3	18	3	0	24	1	3	12	0	16	75
8:00 AM	1	2	0	0	3	1	5	1	0	7	1	3	0	0	4	0	1	3	0	4	18
8:15 AM	0	1	1	0	2	0	3	2	0	5	0	4	0	0	4	1	1	4	0	6	17
8:30 AM	2	1	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	4	0	4	13
8:45 AM	0	4	1	0	5	1	5	1	0	7	1	4	0	0	5	0	0	3	0	3	20
Total	3	8	2	0	13	2	13	4	0	19	3	16	0	0	19	1	2	14	0	17	68
Grand Total	7	16	2	0	25	4	29	9	0	42	6	34	3	0	43	2	5	26	0	33	143
Approach %	28.0	64.0	8.0	0.0		9.5	69.0	21.4	0.0		14.0	79.1	7.0	0.0		6.1	15.2	78.8	0.0		
Total %	4.9	11.2	1.4	0.0	17.5	2.8	20.3	6.3	0.0	29.4	4.2	23.8	2.1	0.0	30.1	1.4	3.5	18.2	0.0	23.1	
Exiting Leg Total					64					13					27					39	143

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	0	0	3	2	7	2	0	11	1	4	0	0	5	1	1	3	0	5	24
7:30 AM	1	1	0	0	2	0	1	0	0	1	2	4	1	0	7	0	1	4	0	5	15
7:45 AM	2	2	0	0	4	0	5	2	0	7	0	6	2	0	8	0	1	3	0	4	23
8:00 AM	1	2	0	0	3	1	5	1	0	7	1	3	0	0	4	0	1	3	0	4	18
Total Volume	4	8	0	0	12	3	18	5	0	26	4	17	3	0	24	1	4	13	0	18	80
% Approach Total	33.3	66.7	0.0	0.0		11.5	69.2	19.2	0.0		16.7	70.8	12.5	0.0		5.6	22.2	72.2	0.0		
PHF	0.500	0.667	0.000	0.000	0.750	0.375	0.643	0.625	0.000	0.591	0.500	0.708	0.375	0.000	0.750	0.250	1.000	0.813	0.000	0.900	0.833
Entering Leg	4	8	0	0	12	3	18	5	0	26	4	17	3	0	24	1	4	13	0	18	80
Exiting Leg					33					8					14					25	80
Total					45					34					38					43	160

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	1	0	0	0	1	7
7:30 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	5
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
Total	0	1	0	0	1	1	6	0	0	7	4	2	1	0	7	1	2	0	0	3	18
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	6
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	2	2	0	0	4	9
Total	0	0	0	0	0	0	1	0	0	1	3	7	3	0	13	3	2	0	0	5	19
Grand Total	0	1	0	0	1	1	7	0	0	8	7	9	4	0	20	4	4	0	0	8	37
Approach %	0.0	100.0	0.0	0.0		12.5	87.5	0.0	0.0		35.0	45.0	20.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	2.7	0.0	0.0	2.7	2.7	18.9	0.0	0.0	21.6	18.9	24.3	10.8	0.0	54.1	10.8	10.8	0.0	0.0	21.6	
Exiting Leg Total					10					11					5					11	37

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	1	0	0	0	1	7
7:30 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	5
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	6
Total Volume	0	1	0	0	1	1	5	0	0	6	5	4	2	0	11	2	2	0	0	4	22
% Approach Total	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		45.5	36.4	18.2	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.417	0.000	0.000	0.500	0.625	0.500	0.500	0.000	0.550	0.500	0.500	0.000	0.000	1.000	0.786
Entering Leg	0	1	0	0	1	1	5	0	0	6	5	4	2	0	11	2	2	0	0	4	22
Exiting Leg					5					7					3					7	22
Total					6					13					14					11	44

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:00 AM	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	2	1	1	1	0	3	0	0	0	0	0	5
Total	0	1	2	0	3	2	1	0	0	3	2	2	1	0	5	0	0	0	0	0	11
Grand Total	0	1	2	0	3	2	2	0	0	4	2	2	1	0	5	0	1	0	0	1	13
Approach %	0.0	33.3	66.7	0.0		50.0	50.0	0.0	0.0		40.0	40.0	20.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	7.7	15.4	0.0	23.1	15.4	15.4	0.0	0.0	30.8	15.4	15.4	7.7	0.0	38.5	0.0	7.7	0.0	0.0	7.7	
Exiting Leg Total					4					5					1					3	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	2	1	1	1	0	3	0	0	0	0	0	5
Total Volume	0	1	2	0	3	2	1	0	0	3	2	2	1	0	5	0	0	0	0	0	11
% Approach Total	0.0	33.3	66.7	0.0		66.7	33.3	0.0	0.0		40.0	40.0	20.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.500	0.250	0.000	0.000	0.375	0.500	0.500	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	1	2	0	3	2	1	0	0	3	2	2	1	0	5	0	0	0	0	0	11
Exiting Leg					4					4					1					2	11
Total					7					7					6					2	22

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	1	0	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	1	0	0	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	1	0	0	0	2	5
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0	
Exiting Leg Total							3							1							0							1	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	1	0	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	1	0	0	0	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.313
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	1	0	0	0	2	5
Exiting Leg							3							1							0							1	5
Total							3							2							2							3	10

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	4	2	6	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	0	3	0	3	14
7:15 AM	0	0	0	0	1	5	6	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	3	0	3	13
7:30 AM	0	0	0	0	6	1	7	0	0	0	0	0	2	2	0	0	0	0	5	0	5	0	0	0	0	5	1	6	20
7:45 AM	0	0	0	0	3	3	6	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	9
Total	0	0	0	0	14	11	25	0	0	0	0	1	7	8	0	0	0	0	7	3	10	0	0	0	0	11	2	13	56
8:00 AM	0	0	0	0	2	3	5	0	0	0	0	0	5	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	12
8:15 AM	0	0	0	0	2	4	6	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	9
8:30 AM	0	0	0	0	7	2	9	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	3	2	5	18
8:45 AM	0	0	0	0	2	3	5	0	0	0	0	0	4	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	10
Total	0	0	0	0	13	12	25	0	0	0	0	1	13	14	0	0	0	0	5	0	5	0	0	0	0	3	2	5	49
Grand Total	0	0	0	0	27	23	50	0	0	0	0	2	20	22	0	0	0	0	12	3	15	0	0	0	0	14	4	18	105
Approach %	0	0	0	0	54	46		0	0	0	0	9.09	90.9		0	0	0	0	80	20		0	0	0	0	77.8	22.2		
Total %	0	0	0	0	25.7	21.9	47.6	0	0	0	0	1.9	19	21	0	0	0	0	11.4	2.86	14.3	0	0	0	0	13.3	3.81	17.1	
Exiting Leg Total							50							22							15							18	105

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	4	2	6	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	0	3	0	3	14
7:15 AM	0	0	0	0	1	5	6	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	3	0	3	13
7:30 AM	0	0	0	0	6	1	7	0	0	0	0	0	2	2	0	0	0	0	5	0	5	0	0	0	0	5	1	6	20
7:45 AM	0	0	0	0	3	3	6	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	9
Total Volume	0	0	0	0	14	11	25	0	0	0	0	1	7	8	0	0	0	0	7	3	10	0	0	0	0	11	2	13	56
% Approach Total	0.0	0.0	0.0	0.0	56.0	44.0		0.0	0.0	0.0	0.0	12.5	87.5		0.0	0.0	0.0	0.0	70.0	30.0		0.0	0.0	0.0	0.0	84.6	15.4		
PHF	0.000	0.000	0.000	0.000	0.583	0.550	0.893	0.000	0.000	0.000	0.000	0.250	0.875	0.667	0.000	0.000	0.000	0.000	0.350	0.375	0.500	0.000	0.000	0.000	0.000	0.550	0.500	0.542	0.700
Entering Leg	0	0	0	0	14	11	25	0	0	0	0	1	7	8	0	0	0	0	7	3	10	0	0	0	0	11	2	13	56
Exiting Leg							25							8							10							13	56
Total							50							16							20							26	112

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	89	18	0	114	16	71	14	0	101	26	89	13	0	128	23	69	7	0	99	442
4:15 PM	16	80	20	0	116	19	70	25	0	114	25	70	8	0	103	19	63	15	0	97	430
4:30 PM	11	76	18	0	105	25	62	11	0	98	36	98	4	0	138	29	82	7	0	118	459
4:45 PM	14	69	20	0	103	18	72	12	0	102	20	80	7	0	107	30	59	9	0	98	410
Total	48	314	76	0	438	78	275	62	0	415	107	337	32	0	476	101	273	38	0	412	1741
5:00 PM	8	65	16	0	89	25	69	14	0	108	28	81	6	0	115	29	63	11	0	103	415
5:15 PM	11	78	18	0	107	16	65	20	0	101	26	68	9	0	103	19	75	14	0	108	419
5:30 PM	14	64	17	0	95	18	61	16	0	95	22	62	9	0	93	29	69	9	0	107	390
5:45 PM	11	59	20	0	90	23	74	18	0	115	7	57	9	0	73	27	53	13	0	93	371
Total	44	266	71	0	381	82	269	68	0	419	83	268	33	0	384	104	260	47	0	411	1595
Grand Total	92	580	147	0	819	160	544	130	0	834	190	605	65	0	860	205	533	85	0	823	3336
Approach %	11.2	70.8	17.9	0.0		19.2	65.2	15.6	0.0		22.1	70.3	7.6	0.0		24.9	64.8	10.3	0.0		
Total %	2.8	17.4	4.4	0.0	24.6	4.8	16.3	3.9	0.0	25.0	5.7	18.1	1.9	0.0	25.8	6.1	16.0	2.5	0.0	24.7	
Exiting Leg Total					850					870					915					701	3336
Cars	87	563	146	0	796	159	513	122	0	794	185	578	64	0	827	200	528	60	0	788	3205
% Cars	94.6	97.1	99.3	0.0	97.2	99.4	94.3	93.8	0.0	95.2	97.4	95.5	98.5	0.0	96.2	97.6	99.1	70.6	0.0	95.7	96.1
Exiting Leg Total					797					859					885					664	3205
Heavy Vehicles	5	17	1	0	23	1	31	8	0	40	5	27	1	0	33	5	5	25	0	35	131
% Heavy Vehicles	5.4	2.9	0.7	0.0	2.8	0.6	5.7	6.2	0.0	4.8	2.6	4.5	1.5	0.0	3.8	2.4	0.9	29.4	0.0	4.3	3.9
Exiting Leg Total					53					11					30					37	131

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	89	18	0	114	16	71	14	0	101	26	89	13	0	128	23	69	7	0	99	442
4:15 PM	16	80	20	0	116	19	70	25	0	114	25	70	8	0	103	19	63	15	0	97	430
4:30 PM	11	76	18	0	105	25	62	11	0	98	36	98	4	0	138	29	82	7	0	118	459
4:45 PM	14	69	20	0	103	18	72	12	0	102	20	80	7	0	107	30	59	9	0	98	410
Total Volume	48	314	76	0	438	78	275	62	0	415	107	337	32	0	476	101	273	38	0	412	1741
% Approach Total	11.0	71.7	17.4	0.0		18.8	66.3	14.9	0.0		22.5	70.8	6.7	0.0		24.5	66.3	9.2	0.0		
PHF	0.750	0.882	0.950	0.000	0.944	0.780	0.955	0.620	0.000	0.910	0.743	0.860	0.615	0.000	0.862	0.842	0.832	0.633	0.000	0.873	0.948
Cars	45	301	75	0	421	77	260	56	0	393	104	323	32	0	459	99	270	27	0	396	1669
Cars %	93.8	95.9	98.7	0.0	96.1	98.7	94.5	90.3	0.0	94.7	97.2	95.8	100.0	0.0	96.4	98.0	98.9	71.1	0.0	96.1	95.9
Heavy Vehicles	3	13	1	0	17	1	15	6	0	22	3	14	0	0	17	2	3	11	0	16	72
Heavy Vehicles %	6.3	4.1	1.3	0.0	3.9	1.3	5.5	9.7	0.0	5.3	2.8	4.2	0.0	0.0	3.6	2.0	1.1	28.9	0.0	3.9	4.1
Cars Enter Leg	45	301	75	0	421	77	260	56	0	393	104	323	32	0	459	99	270	27	0	396	1669
Heavy Enter Leg	3	13	1	0	17	1	15	6	0	22	3	14	0	0	17	2	3	11	0	16	72
Total Entering Leg	48	314	76	0	438	78	275	62	0	415	107	337	32	0	476	101	273	38	0	412	1741
Cars Exiting Leg					427					449					456					337	1669
Heavy Exiting Leg					26					7					21					18	72
Total Exiting Leg					453					456					477					355	1741

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	83	17	0	106	15	68	12	0	95	25	87	13	0	125	23	68	5	0	96	422
4:15 PM	16	77	20	0	113	19	67	23	0	109	25	65	8	0	98	18	62	10	0	90	410
4:30 PM	10	74	18	0	102	25	56	10	0	91	35	94	4	0	133	28	81	7	0	116	442
4:45 PM	13	67	20	0	100	18	69	11	0	98	19	77	7	0	103	30	59	5	0	94	395
Total	45	301	75	0	421	77	260	56	0	393	104	323	32	0	459	99	270	27	0	396	1669
5:00 PM	8	65	16	0	89	25	68	14	0	107	28	77	6	0	111	29	63	9	0	101	408
5:15 PM	10	76	18	0	104	16	55	19	0	90	25	66	9	0	100	19	75	10	0	104	398
5:30 PM	14	64	17	0	95	18	60	16	0	94	21	60	9	0	90	27	68	5	0	100	379
5:45 PM	10	57	20	0	87	23	70	17	0	110	7	52	8	0	67	26	52	9	0	87	351
Total	42	262	71	0	375	82	253	66	0	401	81	255	32	0	368	101	258	33	0	392	1536
Grand Total	87	563	146	0	796	159	513	122	0	794	185	578	64	0	827	200	528	60	0	788	3205
Approach %	10.9	70.7	18.3	0.0		20.0	64.6	15.4	0.0		22.4	69.9	7.7	0.0		25.4	67.0	7.6	0.0		
Total %	2.7	17.6	4.6	0.0	24.8	5.0	16.0	3.8	0.0	24.8	5.8	18.0	2.0	0.0	25.8	6.2	16.5	1.9	0.0	24.6	
Exiting Leg Total					797					859					885					664	3205

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	6	83	17	0	106	15	68	12	0	95	25	87	13	0	125	23	68	5	0	96	422
4:15 PM	16	77	20	0	113	19	67	23	0	109	25	65	8	0	98	18	62	10	0	90	410
4:30 PM	10	74	18	0	102	25	56	10	0	91	35	94	4	0	133	28	81	7	0	116	442
4:45 PM	13	67	20	0	100	18	69	11	0	98	19	77	7	0	103	30	59	5	0	94	395
Total Volume	45	301	75	0	421	77	260	56	0	393	104	323	32	0	459	99	270	27	0	396	1669
% Approach Total	10.7	71.5	17.8	0.0		19.6	66.2	14.2	0.0		22.7	70.4	7.0	0.0		25.0	68.2	6.8	0.0		
PHF	0.703	0.907	0.938	0.000	0.931	0.770	0.942	0.609	0.000	0.901	0.743	0.859	0.615	0.000	0.863	0.825	0.833	0.675	0.000	0.853	0.944
Entering Leg	45	301	75	0	421	77	260	56	0	393	104	323	32	0	459	99	270	27	0	396	1669
Exiting Leg					427					449					456					337	1669
Total					848					842					915					733	3338

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	6	1	0	8	1	3	2	0	6	1	2	0	0	3	0	1	2	0	3	20
4:15 PM	0	3	0	0	3	0	3	2	0	5	0	5	0	0	5	1	1	5	0	7	20
4:30 PM	1	2	0	0	3	0	6	1	0	7	1	4	0	0	5	1	1	0	0	2	17
4:45 PM	1	2	0	0	3	0	3	1	0	4	1	3	0	0	4	0	0	4	0	4	15
Total	3	13	1	0	17	1	15	6	0	22	3	14	0	0	17	2	3	11	0	16	72
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	2	0	2	7
5:15 PM	1	2	0	0	3	0	10	1	0	11	1	2	0	0	3	0	0	4	0	4	21
5:30 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	2	1	4	0	7	11
5:45 PM	1	2	0	0	3	0	4	1	0	5	0	5	1	0	6	1	1	4	0	6	20
Total	2	4	0	0	6	0	16	2	0	18	2	13	1	0	16	3	2	14	0	19	59
Grand Total	5	17	1	0	23	1	31	8	0	40	5	27	1	0	33	5	5	25	0	35	131
Approach %	21.7	73.9	4.3	0.0		2.5	77.5	20.0	0.0		15.2	81.8	3.0	0.0		14.3	14.3	71.4	0.0		
Total %	3.8	13.0	0.8	0.0	17.6	0.8	23.7	6.1	0.0	30.5	3.8	20.6	0.8	0.0	25.2	3.8	3.8	19.1	0.0	26.7	
Exiting Leg Total					53					11					30					37	131
Buses	5	12	0	0	17	1	20	7	0	28	1	20	0	0	21	1	3	25	0	29	95
% Buses	100.0	70.6	0.0	0.0	73.9	100.0	64.5	87.5	0.0	70.0	20.0	74.1	0.0	0.0	63.6	20.0	60.0	100.0	0.0	82.9	72.5
Exiting Leg Total					46					4					20					25	95
Single-Unit Trucks	0	3	1	0	4	0	10	1	0	11	1	5	0	0	6	4	2	0	0	6	27
% Single-Unit	0.0	17.6	100.0	0.0	17.4	0.0	32.3	12.5	0.0	27.5	20.0	18.5	0.0	0.0	18.2	80.0	40.0	0.0	0.0	17.1	20.6
Exiting Leg Total					5					4					8					10	27
Articulated Trucks	0	2	0	0	2	0	1	0	0	1	3	2	1	0	6	0	0	0	0	0	9
% Articulated	0.0	11.8	0.0	0.0	8.7	0.0	3.2	0.0	0.0	2.5	60.0	7.4	100.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	6.9
Exiting Leg Total					2					3					2					2	9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	6	1	0	8	1	3	2	0	6	1	2	0	0	3	0	1	2	0	3	20
4:15 PM	0	3	0	0	3	0	3	2	0	5	0	5	0	0	5	1	1	5	0	7	20
4:30 PM	1	2	0	0	3	0	6	1	0	7	1	4	0	0	5	1	1	0	0	2	17
4:45 PM	1	2	0	0	3	0	3	1	0	4	1	3	0	0	4	0	0	4	0	4	15
Total Volume	3	13	1	0	17	1	15	6	0	22	3	14	0	0	17	2	3	11	0	16	72
% Approach Total	17.6	76.5	5.9	0.0		4.5	68.2	27.3	0.0		17.6	82.4	0.0	0.0		12.5	18.8	68.8	0.0		
PHF	0.750	0.542	0.250	0.000	0.531	0.250	0.625	0.750	0.000	0.786	0.750	0.700	0.000	0.000	0.850	0.500	0.750	0.550	0.000	0.571	0.900
Buses	3	8	0	0	11	1	12	5	0	18	1	9	0	0	10	1	2	11	0	14	53
Buses %	100.0	61.5	0.0	0.0	64.7	100.0	80.0	83.3	0.0	81.8	33.3	64.3	0.0	0.0	58.8	50.0	66.7	100.0	0.0	87.5	73.6
Single-Unit Trucks	0	3	1	0	4	0	3	1	0	4	1	3	0	0	4	1	1	0	0	2	14
Single-Unit %	0.0	23.1	100.0	0.0	23.5	0.0	20.0	16.7	0.0	18.2	33.3	21.4	0.0	0.0	23.5	50.0	33.3	0.0	0.0	12.5	19.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Articulated %	0.0	15.4	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	33.3	14.3	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	6.9
Buses	3	8	0	0	11	1	12	5	0	18	1	9	0	0	10	1	2	11	0	14	53
Single-Unit Trucks	0	3	1	0	4	0	3	1	0	4	1	3	0	0	4	1	1	0	0	2	14
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Total Entering Leg	3	13	1	0	17	1	15	6	0	22	3	14	0	0	17	2	3	11	0	16	72
Buses					21					3					14					15	53
Single-Unit Trucks					3					3					5					3	14
Articulated Trucks					2					1					2					0	5
Total Exiting Leg					26					7					21					18	72

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	5	65	14	0	84	15	60	12	0	87	24	84	13	0	121	17	59	5	0	81	373
4:15 PM	16	69	19	0	104	18	64	20	0	102	24	61	8	0	93	15	54	10	0	79	378
4:30 PM	8	67	17	0	92	22	52	9	0	83	34	85	3	0	122	26	77	7	0	110	407
4:45 PM	12	59	18	0	89	18	64	8	0	90	18	74	6	0	98	26	55	4	0	85	362
Total	41	260	68	0	369	73	240	49	0	362	100	304	30	0	434	84	245	26	0	355	1520
5:00 PM	8	57	13	0	78	22	60	12	0	94	26	70	5	0	101	28	58	9	0	95	368
5:15 PM	10	67	17	0	94	15	53	15	0	83	24	56	9	0	89	18	67	8	0	93	359
5:30 PM	13	61	15	0	89	18	52	14	0	84	19	55	9	0	83	23	63	5	0	91	347
5:45 PM	9	50	16	0	75	22	63	17	0	102	7	48	8	0	63	25	45	9	0	79	319
Total	40	235	61	0	336	77	228	58	0	363	76	229	31	0	336	94	233	31	0	358	1393
Grand Total	81	495	129	0	705	150	468	107	0	725	176	533	61	0	770	178	478	57	0	713	2913
Approach %	11.5	70.2	18.3	0.0		20.7	64.6	14.8	0.0		22.9	69.2	7.9	0.0		25.0	67.0	8.0	0.0		
Total %	2.8	17.0	4.4	0.0	24.2	5.1	16.1	3.7	0.0	24.9	6.0	18.3	2.1	0.0	26.4	6.1	16.4	2.0	0.0	24.5	
Exiting Leg Total					740					783					780					610	2913

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	5	65	14	0	84	15	60	12	0	87	24	84	13	0	121	17	59	5	0	81	373
4:15 PM	16	69	19	0	104	18	64	20	0	102	24	61	8	0	93	15	54	10	0	79	378
4:30 PM	8	67	17	0	92	22	52	9	0	83	34	85	3	0	122	26	77	7	0	110	407
4:45 PM	12	59	18	0	89	18	64	8	0	90	18	74	6	0	98	26	55	4	0	85	362
Total Volume	41	260	68	0	369	73	240	49	0	362	100	304	30	0	434	84	245	26	0	355	1520
% Approach Total	11.1	70.5	18.4	0.0		20.2	66.3	13.5	0.0		23.0	70.0	6.9	0.0		23.7	69.0	7.3	0.0		
PHF	0.641	0.942	0.895	0.000	0.887	0.830	0.938	0.613	0.000	0.887	0.735	0.894	0.577	0.000	0.889	0.808	0.795	0.650	0.000	0.807	0.934
Entering Leg	41	260	68	0	369	73	240	49	0	362	100	304	30	0	434	84	245	26	0	355	1520
Exiting Leg					403					413					393					311	1520
Total					772					775					827					666	3040

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	18	3	0	22	0	8	0	0	8	1	3	0	0	4	5	9	0	0	14	48
4:15 PM	0	8	1	0	9	1	3	3	0	7	1	4	0	0	5	3	8	0	0	11	32
4:30 PM	2	7	1	0	10	3	4	1	0	8	1	8	1	0	10	2	4	0	0	6	34
4:45 PM	1	8	2	0	11	0	5	3	0	8	1	3	1	0	5	4	4	1	0	9	33
Total	4	41	7	0	52	4	20	7	0	31	4	18	2	0	24	14	25	1	0	40	147
5:00 PM	0	8	3	0	11	3	8	2	0	13	2	7	1	0	10	1	5	0	0	6	40
5:15 PM	0	9	1	0	10	1	2	4	0	7	1	10	0	0	11	1	8	2	0	11	39
5:30 PM	1	3	2	0	6	0	8	2	0	10	2	5	0	0	7	4	5	0	0	9	32
5:45 PM	1	7	4	0	12	1	7	0	0	8	0	4	0	0	4	1	7	0	0	8	32
Total	2	27	10	0	39	5	25	8	0	38	5	26	1	0	32	7	25	2	0	34	143
Grand Total	6	68	17	0	91	9	45	15	0	69	9	44	3	0	56	21	50	3	0	74	290
Approach %	6.6	74.7	18.7	0.0		13.0	65.2	21.7	0.0		16.1	78.6	5.4	0.0		28.4	67.6	4.1	0.0		
Total %	2.1	23.4	5.9	0.0	31.4	3.1	15.5	5.2	0.0	23.8	3.1	15.2	1.0	0.0	19.3	7.2	17.2	1.0	0.0	25.5	
Exiting Leg Total					56					76					104					54	290

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	18	3	0	22	0	8	0	0	8	1	3	0	0	4	5	9	0	0	14	48
4:15 PM	0	8	1	0	9	1	3	3	0	7	1	4	0	0	5	3	8	0	0	11	32
4:30 PM	2	7	1	0	10	3	4	1	0	8	1	8	1	0	10	2	4	0	0	6	34
4:45 PM	1	8	2	0	11	0	5	3	0	8	1	3	1	0	5	4	4	1	0	9	33
Total Volume	4	41	7	0	52	4	20	7	0	31	4	18	2	0	24	14	25	1	0	40	147
% Approach Total	7.7	78.8	13.5	0.0		12.9	64.5	22.6	0.0		16.7	75.0	8.3	0.0		35.0	62.5	2.5	0.0		
PHF	0.500	0.569	0.583	0.000	0.591	0.333	0.625	0.583	0.000	0.969	1.000	0.563	0.500	0.000	0.600	0.700	0.694	0.250	0.000	0.714	0.766
Entering Leg	4	41	7	0	52	4	20	7	0	31	4	18	2	0	24	14	25	1	0	40	147
Exiting Leg					23					36					62					26	147
Total					75					67					86					66	294

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	1	3	2	0	6	1	1	0	0	2	0	1	2	0	3	16
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	0	1	5	0	6	12
4:30 PM	1	2	0	0	3	0	5	1	0	6	0	3	0	0	3	1	0	0	0	1	13
4:45 PM	1	2	0	0	3	0	3	1	0	4	0	1	0	0	1	0	0	4	0	4	12
Total	3	8	0	0	11	1	12	5	0	18	1	9	0	0	10	1	2	11	0	14	53
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6
5:15 PM	1	2	0	0	3	0	5	1	0	6	0	1	0	0	1	0	0	4	0	4	14
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	4	0	5	7
5:45 PM	1	2	0	0	3	0	3	1	0	4	0	4	0	0	4	0	0	4	0	4	15
Total	2	4	0	0	6	0	8	2	0	10	0	11	0	0	11	0	1	14	0	15	42
Grand Total	5	12	0	0	17	1	20	7	0	28	1	20	0	0	21	1	3	25	0	29	95
Approach %	29.4	70.6	0.0	0.0		3.6	71.4	25.0	0.0		4.8	95.2	0.0	0.0		3.4	10.3	86.2	0.0		
Total %	5.3	12.6	0.0	0.0	17.9	1.1	21.1	7.4	0.0	29.5	1.1	21.1	0.0	0.0	22.1	1.1	3.2	26.3	0.0	30.5	
Exiting Leg Total					46					4					20					25	95

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	1	3	2	0	6	1	1	0	0	2	0	1	2	0	3	16
4:15 PM	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	0	1	5	0	6	12
4:30 PM	1	2	0	0	3	0	5	1	0	6	0	3	0	0	3	1	0	0	0	1	13
4:45 PM	1	2	0	0	3	0	3	1	0	4	0	1	0	0	1	0	0	4	0	4	12
Total Volume	3	8	0	0	11	1	12	5	0	18	1	9	0	0	10	1	2	11	0	14	53
% Approach Total	27.3	72.7	0.0	0.0		5.6	66.7	27.8	0.0		10.0	90.0	0.0	0.0		7.1	14.3	78.6	0.0		
PHF	0.750	0.500	0.000	0.000	0.550	0.250	0.600	0.625	0.000	0.750	0.250	0.563	0.000	0.000	0.625	0.250	0.500	0.550	0.000	0.583	0.828
Entering Leg	3	8	0	0	11	1	12	5	0	18	1	9	0	0	10	1	2	11	0	14	53
Exiting Leg					21					3					14					15	53
Total					32					21					24					29	106

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	7
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	1	0	4	0	3	1	0	4	1	3	0	0	4	1	1	0	0	2	14
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
Total	0	0	0	0	0	0	7	0	0	7	0	2	0	0	2	3	1	0	0	4	13
Grand Total	0	3	1	0	4	0	10	1	0	11	1	5	0	0	6	4	2	0	0	6	27
Approach %	0.0	75.0	25.0	0.0		0.0	90.9	9.1	0.0		16.7	83.3	0.0	0.0		66.7	33.3	0.0	0.0		
Total %	0.0	11.1	3.7	0.0	14.8	0.0	37.0	3.7	0.0	40.7	3.7	18.5	0.0	0.0	22.2	14.8	7.4	0.0	0.0	22.2	
Exiting Leg Total					5					4					8					10	27

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Centre Street from East					Commercial Street from South					Centre Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	7
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	3	1	0	4	0	3	1	0	4	1	3	0	0	4	1	1	0	0	2	14
% Approach Total	0.0	75.0	25.0	0.0		0.0	75.0	25.0	0.0		25.0	75.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.333	0.000	0.375	0.250	0.000	0.333	0.250	0.750	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.500
Entering Leg	0	3	1	0	4	0	3	1	0	4	1	3	0	0	4	1	1	0	0	2	14
Exiting Leg					3					3					5					3	14
Total					7					7					9					5	28

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street					Centre Street					Commercial Street					Centre Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	4
Grand Total	0	2	0	0	2	0	1	0	0	1	3	2	1	0	6	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	33.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	22.2	0.0	0.0	22.2	0.0	11.1	0.0	0.0	11.1	33.3	22.2	11.1	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					3					2					2	9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street					Centre Street					Commercial Street					Centre Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Exiting Leg					2					1					2					0	5
Total					4					1					5					0	10

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	1	1	0	1	0	0	1	2	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	25.0	0.0	0.0	25.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	16.7	0.0	0.0	16.7	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total							1							4							0							1	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Exiting Leg							0							4							0							0	4
Total							0							7							0							1	8

PDI File #: **186458-17**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Centre Street W: Centre Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	4	2	6	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	2	3	5	16
4:15 PM	0	0	0	0	14	0	14	0	0	0	0	0	4	4	0	0	0	0	0	9	9	0	0	0	0	0	1	1	28
4:30 PM	0	0	0	0	7	3	10	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	16
4:45 PM	0	0	0	0	4	1	5	0	0	0	0	4	3	7	0	0	0	0	4	0	4	0	0	0	0	1	0	1	17
Total	0	0	0	0	29	6	35	0	0	0	0	9	9	18	0	0	0	0	5	10	15	0	0	0	0	5	4	9	77
5:00 PM	0	0	0	0	5	3	8	0	0	0	0	2	5	7	0	0	0	0	5	0	5	0	0	0	0	0	0	0	20
5:15 PM	0	0	0	0	17	0	17	0	0	0	0	5	0	5	0	0	0	0	0	4	4	0	0	0	0	0	1	1	27
5:30 PM	0	0	0	0	2	0	2	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	0	8	0	8	0	0	0	0	2	3	5	0	0	0	0	0	6	6	0	0	0	0	0	0	0	19
Total	0	0	0	0	32	3	35	0	0	0	0	13	9	22	0	0	0	0	5	10	15	0	0	0	0	0	1	1	73
Grand Total	0	0	0	0	61	9	70	0	0	0	0	22	18	40	0	0	0	0	10	20	30	0	0	0	0	5	5	10	150
Approach %	0	0	0	0	87.1	12.9		0	0	0	0	55	45		0	0	0	0	33.3	66.7		0	0	0	0	50	50		
Total %	0	0	0	0	40.7	6	46.7	0	0	0	0	14.7	12	26.7	0	0	0	0	6.67	13.3	20	0	0	0	0	3.33	3.33	6.67	
Exiting Leg Total							70							40							30							10	150

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Commercial Street from North							Centre Street from East							Commercial Street from South							Centre Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:15 PM	0	0	0	0	14	0	14	0	0	0	0	0	4	4	0	0	0	0	0	9	9	0	0	0	0	0	1	1	28
4:30 PM	0	0	0	0	7	3	10	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	16
4:45 PM	0	0	0	0	4	1	5	0	0	0	0	4	3	7	0	0	0	0	4	0	4	0	0	0	0	1	0	1	17
5:00 PM	0	0	0	0	5	3	8	0	0	0	0	2	5	7	0	0	0	0	5	0	5	0	0	0	0	0	0	0	20
Total Volume	0	0	0	0	30	7	37	0	0	0	0	9	13	22	0	0	0	0	9	9	18	0	0	0	0	3	1	4	81
% Approach Total	0.0	0.0	0.0	0.0	81.1	18.9		0.0	0.0	0.0	0.0	40.9	59.1		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	75.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.536	0.583	0.661	0.000	0.000	0.000	0.000	0.563	0.650	0.786	0.000	0.000	0.000	0.000	0.450	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.723
Entering Leg	0	0	0	0	30	7	37	0	0	0	0	9	13	22	0	0	0	0	9	9	18	0	0	0	0	3	1	4	81
Exiting Leg							37							22							18							4	81
Total							74							44							36							8	162

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	34	0	0	45	48	63	2	0	113	0	55	4	0	59	0	0	0	0	0	217
7:15 AM	13	50	0	0	63	74	76	1	0	151	0	80	2	0	82	0	0	0	0	0	296
7:30 AM	10	68	0	0	78	80	124	8	0	212	0	70	2	0	72	0	0	0	0	0	362
7:45 AM	17	92	0	0	109	103	147	12	0	262	0	80	8	0	88	0	0	0	0	0	459
Total	51	244	0	0	295	305	410	23	0	738	0	285	16	0	301	0	0	0	0	0	1334
8:00 AM	23	61	0	0	84	78	116	4	0	198	0	63	5	0	68	0	0	0	0	0	350
8:15 AM	28	59	0	0	87	52	111	5	0	168	0	45	1	0	46	0	0	0	0	0	301
8:30 AM	14	63	0	0	77	64	96	13	0	173	0	54	9	0	63	0	0	0	0	0	313
8:45 AM	21	86	0	0	107	66	108	6	0	180	0	67	6	0	73	0	0	0	0	0	360
Total	86	269	0	0	355	260	431	28	0	719	0	229	21	0	250	0	0	0	0	0	1324
Grand Total	137	513	0	0	650	565	841	51	0	1457	0	514	37	0	551	0	0	0	0	0	2658
Approach %	21.1	78.9	0.0	0.0		38.8	57.7	3.5	0.0		0.0	93.3	6.7	0.0		0.0	0.0	0.0	0.0		
Total %	5.2	19.3	0.0	0.0	24.5	21.3	31.6	1.9	0.0	54.8	0.0	19.3	1.4	0.0	20.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1079					0					564					1015	2658
Cars	129	488	0	0	617	537	821	45	0	1403	0	476	34	0	510	0	0	0	0	0	2530
% Cars	94.2	95.1	0.0	0.0	94.9	95.0	97.6	88.2	0.0	96.3	0.0	92.6	91.9	0.0	92.6	0.0	0.0	0.0	0.0	0.0	95.2
Exiting Leg Total					1013					0					533					984	2530
Heavy Vehicles	8	25	0	0	33	28	20	6	0	54	0	38	3	0	41	0	0	0	0	0	128
% Heavy Vehicles	5.8	4.9	0.0	0.0	5.1	5.0	2.4	11.8	0.0	3.7	0.0	7.4	8.1	0.0	7.4	0.0	0.0	0.0	0.0	0.0	4.8
Exiting Leg Total					66					0					31					31	128

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	10	68	0	0	78	80	124	8	0	212	0	70	2	0	72	0	0	0	0	0	362
7:45 AM	17	92	0	0	109	103	147	12	0	262	0	80	8	0	88	0	0	0	0	0	459
8:00 AM	23	61	0	0	84	78	116	4	0	198	0	63	5	0	68	0	0	0	0	0	350
8:15 AM	28	59	0	0	87	52	111	5	0	168	0	45	1	0	46	0	0	0	0	0	301
Total Volume	78	280	0	0	358	313	498	29	0	840	0	258	16	0	274	0	0	0	0	0	1472
% Approach Total	21.8	78.2	0.0	0.0		37.3	59.3	3.5	0.0		0.0	94.2	5.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.696	0.761	0.000	0.000	0.821	0.760	0.847	0.604	0.000	0.802	0.000	0.806	0.500	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.802
Cars	74	268	0	0	342	296	489	25	0	810	0	243	13	0	256	0	0	0	0	0	1408
Cars %	94.9	95.7	0.0	0.0	95.5	94.6	98.2	86.2	0.0	96.4	0.0	94.2	81.3	0.0	93.4	0.0	0.0	0.0	0.0	0.0	95.7
Heavy Vehicles	4	12	0	0	16	17	9	4	0	30	0	15	3	0	18	0	0	0	0	0	64
Heavy Vehicles %	5.1	4.3	0.0	0.0	4.5	5.4	1.8	13.8	0.0	3.6	0.0	5.8	18.8	0.0	6.6	0.0	0.0	0.0	0.0	0.0	4.3
Cars Enter Leg	74	268	0	0	342	296	489	25	0	810	0	243	13	0	256	0	0	0	0	0	1408
Heavy Enter Leg	4	12	0	0	16	17	9	4	0	30	0	15	3	0	18	0	0	0	0	0	64
Total Entering Leg	78	280	0	0	358	313	498	29	0	840	0	258	16	0	274	0	0	0	0	0	1472
Cars Exiting Leg					539					0					293					576	1408
Heavy Exiting Leg					32					0					16					16	64
Total Exiting Leg					571					0					309					592	1472

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	32	0	0	42	47	62	2	0	111	0	52	4	0	56	0	0	0	0	0	209
7:15 AM	12	44	0	0	56	72	74	1	0	147	0	73	2	0	75	0	0	0	0	0	278
7:30 AM	10	67	0	0	77	76	122	7	0	205	0	65	1	0	66	0	0	0	0	0	348
7:45 AM	16	88	0	0	104	100	144	10	0	254	0	76	7	0	83	0	0	0	0	0	441
Total	48	231	0	0	279	295	402	20	0	717	0	266	14	0	280	0	0	0	0	0	1276
8:00 AM	21	57	0	0	78	72	113	4	0	189	0	60	4	0	64	0	0	0	0	0	331
8:15 AM	27	56	0	0	83	48	110	4	0	162	0	42	1	0	43	0	0	0	0	0	288
8:30 AM	13	62	0	0	75	62	93	11	0	166	0	47	9	0	56	0	0	0	0	0	297
8:45 AM	20	82	0	0	102	60	103	6	0	169	0	61	6	0	67	0	0	0	0	0	338
Total	81	257	0	0	338	242	419	25	0	686	0	210	20	0	230	0	0	0	0	0	1254
Grand Total	129	488	0	0	617	537	821	45	0	1403	0	476	34	0	510	0	0	0	0	0	2530
Approach %	20.9	79.1	0.0	0.0		38.3	58.5	3.2	0.0		0.0	93.3	6.7	0.0		0.0	0.0	0.0	0.0		
Total %	5.1	19.3	0.0	0.0	24.4	21.2	32.5	1.8	0.0	55.5	0.0	18.8	1.3	0.0	20.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1013					0					533					984	2530

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	10	67	0	0	77	76	122	7	0	205	0	65	1	0	66	0	0	0	0	0	348
7:45 AM	16	88	0	0	104	100	144	10	0	254	0	76	7	0	83	0	0	0	0	0	441
8:00 AM	21	57	0	0	78	72	113	4	0	189	0	60	4	0	64	0	0	0	0	0	331
8:15 AM	27	56	0	0	83	48	110	4	0	162	0	42	1	0	43	0	0	0	0	0	288
Total Volume	74	268	0	0	342	296	489	25	0	810	0	243	13	0	256	0	0	0	0	0	1408
% Approach Total	21.6	78.4	0.0	0.0		36.5	60.4	3.1	0.0		0.0	94.9	5.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.685	0.761	0.000	0.000	0.822	0.740	0.849	0.625	0.000	0.797	0.000	0.799	0.464	0.000	0.771	0.000	0.000	0.000	0.000	0.000	0.798
Entering Leg	74	268	0	0	342	296	489	25	0	810	0	243	13	0	256	0	0	0	0	0	1408
Exiting Leg					539					0					293					576	1408
Total					881					810					549					576	2816

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	8
7:15 AM	1	6	0	0	7	2	2	0	0	4	0	7	0	0	7	0	0	0	0	0	18
7:30 AM	0	1	0	0	1	4	2	1	0	7	0	5	1	0	6	0	0	0	0	0	14
7:45 AM	1	4	0	0	5	3	3	2	0	8	0	4	1	0	5	0	0	0	0	0	18
Total	3	13	0	0	16	10	8	3	0	21	0	19	2	0	21	0	0	0	0	0	58
8:00 AM	2	4	0	0	6	6	3	0	0	9	0	3	1	0	4	0	0	0	0	0	19
8:15 AM	1	3	0	0	4	4	1	1	0	6	0	3	0	0	3	0	0	0	0	0	13
8:30 AM	1	1	0	0	2	2	3	2	0	7	0	7	0	0	7	0	0	0	0	0	16
8:45 AM	1	4	0	0	5	6	5	0	0	11	0	6	0	0	6	0	0	0	0	0	22
Total	5	12	0	0	17	18	12	3	0	33	0	19	1	0	20	0	0	0	0	0	70
Grand Total	8	25	0	0	33	28	20	6	0	54	0	38	3	0	41	0	0	0	0	0	128
Approach %	24.2	75.8	0.0	0.0		51.9	37.0	11.1	0.0		0.0	92.7	7.3	0.0		0.0	0.0	0.0	0.0		
Total %	6.3	19.5	0.0	0.0	25.8	21.9	15.6	4.7	0.0	42.2	0.0	29.7	2.3	0.0	32.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					66					0					31					31	128
Buses	7	21	0	0	28	15	11	5	0	31	0	26	2	0	28	0	0	0	0	0	87
% Buses	87.5	84.0	0.0	0.0	84.8	53.6	55.0	83.3	0.0	57.4	0.0	68.4	66.7	0.0	68.3	0.0	0.0	0.0	0.0	0.0	68.0
Exiting Leg Total					41					0					26					20	87
Single-Unit Trucks	1	4	0	0	5	10	9	1	0	20	0	10	0	0	10	0	0	0	0	0	35
% Single-Unit	12.5	16.0	0.0	0.0	15.2	35.7	45.0	16.7	0.0	37.0	0.0	26.3	0.0	0.0	24.4	0.0	0.0	0.0	0.0	0.0	27.3
Exiting Leg Total					20					0					5					10	35
Articulated Trucks	0	0	0	0	0	3	0	0	0	3	0	2	1	0	3	0	0	0	0	0	6
% Articulated	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	0.0	5.6	0.0	5.3	33.3	0.0	7.3	0.0	0.0	0.0	0.0	0.0	4.7
Exiting Leg Total					5					0					0					1	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	4	0	0	6	6	3	0	0	9	0	3	1	0	4	0	0	0	0	0	19
8:15 AM	1	3	0	0	4	4	1	1	0	6	0	3	0	0	3	0	0	0	0	0	13
8:30 AM	1	1	0	0	2	2	3	2	0	7	0	7	0	0	7	0	0	0	0	0	16
8:45 AM	1	4	0	0	5	6	5	0	0	11	0	6	0	0	6	0	0	0	0	0	22
Total Volume	5	12	0	0	17	18	12	3	0	33	0	19	1	0	20	0	0	0	0	0	70
% Approach Total	29.4	70.6	0.0	0.0		54.5	36.4	9.1	0.0		0.0	95.0	5.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.625	0.750	0.000	0.000	0.708	0.750	0.600	0.375	0.000	0.750	0.000	0.679	0.250	0.000	0.714	0.000	0.000	0.000	0.000	0.000	0.795
Buses	4	10	0	0	14	7	6	2	0	15	0	11	1	0	12	0	0	0	0	0	41
Buses %	80.0	83.3	0.0	0.0	82.4	38.9	50.0	66.7	0.0	45.5	0.0	57.9	100.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	58.6
Single-Unit Trucks	1	2	0	0	3	8	6	1	0	15	0	6	0	0	6	0	0	0	0	0	24
Single-Unit %	20.0	16.7	0.0	0.0	17.6	44.4	50.0	33.3	0.0	45.5	0.0	31.6	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	34.3
Articulated Trucks	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
Articulated %	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	9.1	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7.1
Buses	4	10	0	0	14	7	6	2	0	15	0	11	1	0	12	0	0	0	0	0	41
Single-Unit Trucks	1	2	0	0	3	8	6	1	0	15	0	6	0	0	6	0	0	0	0	0	24
Articulated Trucks	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
Total Entering Leg	5	12	0	0	17	18	12	3	0	33	0	19	1	0	20	0	0	0	0	0	70
Buses					18					0					12					11	41
Single-Unit Trucks					14					0					3					7	24
Articulated Trucks					5					0					0					0	5
Total Exiting Leg					37					0					15					18	70

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	9	30	0	0	39	42	51	2	0	95	0	42	4	0	46	0	0	0	0	0	180
7:15 AM	10	35	0	0	45	64	67	1	0	132	0	61	2	0	63	0	0	0	0	0	240
7:30 AM	9	57	0	0	66	69	109	7	0	185	0	60	1	0	61	0	0	0	0	0	312
7:45 AM	15	83	0	0	98	85	131	9	0	225	0	68	7	0	75	0	0	0	0	0	398
Total	43	205	0	0	248	260	358	19	0	637	0	231	14	0	245	0	0	0	0	0	1130
8:00 AM	20	50	0	0	70	63	103	4	0	170	0	53	3	0	56	0	0	0	0	0	296
8:15 AM	25	46	0	0	71	43	98	3	0	144	0	40	0	0	40	0	0	0	0	0	255
8:30 AM	11	51	0	0	62	57	87	7	0	151	0	40	9	0	49	0	0	0	0	0	262
8:45 AM	19	77	0	0	96	57	88	6	0	151	0	56	4	0	60	0	0	0	0	0	307
Total	75	224	0	0	299	220	376	20	0	616	0	189	16	0	205	0	0	0	0	0	1120
Grand Total	118	429	0	0	547	480	734	39	0	1253	0	420	30	0	450	0	0	0	0	0	2250
Approach %	21.6	78.4	0.0	0.0		38.3	58.6	3.1	0.0		0.0	93.3	6.7	0.0		0.0	0.0	0.0	0.0		
Total %	5.2	19.1	0.0	0.0	24.3	21.3	32.6	1.7	0.0	55.7	0.0	18.7	1.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					900					0					468					882	2250

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	9	57	0	0	66	69	109	7	0	185	0	60	1	0	61	0	0	0	0	0	312
7:45 AM	15	83	0	0	98	85	131	9	0	225	0	68	7	0	75	0	0	0	0	0	398
8:00 AM	20	50	0	0	70	63	103	4	0	170	0	53	3	0	56	0	0	0	0	0	296
8:15 AM	25	46	0	0	71	43	98	3	0	144	0	40	0	0	40	0	0	0	0	0	255
Total Volume	69	236	0	0	305	260	441	23	0	724	0	221	11	0	232	0	0	0	0	0	1261
% Approach Total	22.6	77.4	0.0	0.0		35.9	60.9	3.2	0.0		0.0	95.3	4.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.690	0.711	0.000	0.000	0.778	0.765	0.842	0.639	0.000	0.804	0.000	0.813	0.393	0.000	0.773	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	69	236	0	0	305	260	441	23	0	724	0	221	11	0	232	0	0	0	0	0	1261
Exiting Leg					481					0					259					521	1261
Total					786					724					491					521	2522

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	5	11	0	0	16	0	10	0	0	10	0	0	0	0	0	29
7:15 AM	2	9	0	0	11	8	7	0	0	15	0	12	0	0	12	0	0	0	0	0	38
7:30 AM	1	10	0	0	11	7	13	0	0	20	0	5	0	0	5	0	0	0	0	0	36
7:45 AM	1	5	0	0	6	15	13	1	0	29	0	8	0	0	8	0	0	0	0	0	43
Total	5	26	0	0	31	35	44	1	0	80	0	35	0	0	35	0	0	0	0	0	146
8:00 AM	1	7	0	0	8	8	10	0	0	18	0	7	1	0	8	0	0	0	0	0	34
8:15 AM	2	10	0	0	12	5	12	1	0	18	0	2	1	0	3	0	0	0	0	0	33
8:30 AM	2	11	0	0	13	5	6	4	0	15	0	7	0	0	7	0	0	0	0	0	35
8:45 AM	1	5	0	0	6	3	15	0	0	18	0	5	1	0	6	0	0	0	0	0	30
Total	6	33	0	0	39	21	43	5	0	69	0	21	3	0	24	0	0	0	0	0	132
Grand Total	11	59	0	0	70	56	87	6	0	149	0	56	3	0	59	0	0	0	0	0	278
Approach %	15.7	84.3	0.0	0.0		37.6	58.4	4.0	0.0		0.0	94.9	5.1	0.0		0.0	0.0	0.0	0.0		
Total %	4.0	21.2	0.0	0.0	25.2	20.1	31.3	2.2	0.0	53.6	0.0	20.1	1.1	0.0	21.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					112					0					65					101	278

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	2	9	0	0	11	8	7	0	0	15	0	12	0	0	12	0	0	0	0	0	38
7:30 AM	1	10	0	0	11	7	13	0	0	20	0	5	0	0	5	0	0	0	0	0	36
7:45 AM	1	5	0	0	6	15	13	1	0	29	0	8	0	0	8	0	0	0	0	0	43
8:00 AM	1	7	0	0	8	8	10	0	0	18	0	7	1	0	8	0	0	0	0	0	34
Total Volume	5	31	0	0	36	38	43	1	0	82	0	32	1	0	33	0	0	0	0	0	151
% Approach Total	13.9	86.1	0.0	0.0		46.3	52.4	1.2	0.0		0.0	97.0	3.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.625	0.775	0.000	0.000	0.818	0.633	0.827	0.250	0.000	0.707	0.000	0.667	0.250	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.878
Entering Leg	5	31	0	0	36	38	43	1	0	82	0	32	1	0	33	0	0	0	0	0	151
Exiting Leg					70					0					32					49	151
Total					106					82					65					49	302

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	2	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
7:15 AM	1	5	0	0	6	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	12
7:30 AM	0	1	0	0	1	4	1	1	0	6	0	4	0	0	4	0	0	0	0	0	11
7:45 AM	1	3	0	0	4	3	3	2	0	8	0	4	1	0	5	0	0	0	0	0	17
Total	3	11	0	0	14	8	5	3	0	16	0	15	1	0	16	0	0	0	0	0	46
8:00 AM	2	2	0	0	4	2	2	0	0	4	0	0	1	0	1	0	0	0	0	0	9
8:15 AM	1	3	0	0	4	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	10
8:30 AM	0	1	0	0	1	1	1	1	0	3	0	5	0	0	5	0	0	0	0	0	9
8:45 AM	1	4	0	0	5	2	3	0	0	5	0	3	0	0	3	0	0	0	0	0	13
Total	4	10	0	0	14	7	6	2	0	15	0	11	1	0	12	0	0	0	0	0	41
Grand Total	7	21	0	0	28	15	11	5	0	31	0	26	2	0	28	0	0	0	0	0	87
Approach %	25.0	75.0	0.0	0.0		48.4	35.5	16.1	0.0		0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		
Total %	8.0	24.1	0.0	0.0	32.2	17.2	12.6	5.7	0.0	35.6	0.0	29.9	2.3	0.0	32.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					41					0					26					20	87

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	5	0	0	6	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	12
7:30 AM	0	1	0	0	1	4	1	1	0	6	0	4	0	0	4	0	0	0	0	0	11
7:45 AM	1	3	0	0	4	3	3	2	0	8	0	4	1	0	5	0	0	0	0	0	17
8:00 AM	2	2	0	0	4	2	2	0	0	4	0	0	1	0	1	0	0	0	0	0	9
Total Volume	4	11	0	0	15	9	7	3	0	19	0	13	2	0	15	0	0	0	0	0	49
% Approach Total	26.7	73.3	0.0	0.0		47.4	36.8	15.8	0.0		0.0	86.7	13.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.550	0.000	0.000	0.625	0.563	0.583	0.375	0.000	0.594	0.000	0.650	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.721
Entering Leg	4	11	0	0	15	9	7	3	0	19	0	13	2	0	15	0	0	0	0	0	49
Exiting Leg					22					0					14					13	49
Total					37					19					29					13	98

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	11
8:00 AM	0	2	0	0	2	3	1	0	0	4	0	3	0	0	3	0	0	0	0	0	9
8:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	7
Total	1	2	0	0	3	8	6	1	0	15	0	6	0	0	6	0	0	0	0	0	24
Grand Total	1	4	0	0	5	10	9	1	0	20	0	10	0	0	10	0	0	0	0	0	35
Approach %	20.0	80.0	0.0	0.0		50.0	45.0	5.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	2.9	11.4	0.0	0.0	14.3	28.6	25.7	2.9	0.0	57.1	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					20					0					5					10	35

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	2	0	0	2	3	1	0	0	4	0	3	0	0	3	0	0	0	0	0	9
8:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	7
Total Volume	1	2	0	0	3	8	6	1	0	15	0	6	0	0	6	0	0	0	0	0	24
% Approach Total	33.3	66.7	0.0	0.0		53.3	40.0	6.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.667	0.750	0.250	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	1	2	0	0	3	8	6	1	0	15	0	6	0	0	6	0	0	0	0	0	24
Exiting Leg					14					0					3					7	24
Total					17					15					9					7	48

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	0	0	0	0	3	0	0	0	3	0	2	1	0	3	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	33.3	16.7	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					0					1	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
Exiting Leg					5					0					0					0	5
Total					5					3					2					0	10

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	1	4	9
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	6
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	1	1	2	7
Total	0	0	0	0	4	2	6	0	0	0	0	0	2	2	0	0	0	0	1	7	8	0	0	0	0	8	2	10	26
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	4	0	4	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8
Total	0	0	0	0	5	0	5	0	0	0	0	0	5	5	0	0	0	0	0	2	2	0	0	0	0	2	0	2	14
Grand Total	0	0	0	0	9	2	11	0	0	0	0	0	7	7	0	0	0	0	1	9	10	0	0	0	0	10	2	12	40
Approach %	0	0	0	0	81.8	18.2		0	0	0	0	0	100		0	0	0	0	10	90		0	0	0	0	83.3	16.7		
Total %	0	0	0	0	22.5	5	27.5	0	0	0	0	0	17.5	17.5	0	0	0	0	2.5	22.5	25	0	0	0	0	25	5	30	
Exiting Leg Total							11							7							10							12	40

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	1	4	9
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	6
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	1	1	2	7
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	4	2	6	0	0	0	0	0	4	4	0	0	0	0	1	7	8	0	0	0	0	7	2	9	27
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	12.5	87.5		0.0	0.0	0.0	0.0	77.8	22.2		
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.750	0.000	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.000	0.000	0.000	0.250	0.583	0.667	0.000	0.000	0.000	0.000	0.583	0.500	0.563	0.750
Entering Leg	0	0	0	0	4	2	6	0	0	0	0	0	4	4	0	0	0	0	1	7	8	0	0	0	0	7	2	9	27
Exiting Leg							6							4							8							9	27
Total							12							8							16							18	54

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	25	111	0	0	136	63	89	10	0	162	0	53	7	0	60	0	0	0	0	0	358
4:15 PM	28	89	0	0	117	44	93	8	0	145	0	50	4	0	54	0	0	0	0	0	316
4:30 PM	19	104	0	0	123	62	88	5	0	155	0	81	3	0	84	0	0	0	0	0	362
4:45 PM	9	98	0	0	107	45	76	9	0	130	0	57	5	0	62	0	0	0	0	0	299
Total	81	402	0	0	483	214	346	32	0	592	0	241	19	0	260	0	0	0	0	0	1335
5:00 PM	13	87	0	0	100	45	85	3	0	133	0	62	2	0	64	0	0	0	0	0	297
5:15 PM	22	106	0	0	128	38	81	3	0	122	0	63	4	0	67	0	0	0	0	0	317
5:30 PM	15	98	0	0	113	43	77	7	0	127	0	37	5	0	42	0	0	0	0	0	282
5:45 PM	17	97	0	0	114	33	79	6	0	118	0	34	3	0	37	0	0	0	0	0	269
Total	67	388	0	0	455	159	322	19	0	500	0	196	14	0	210	0	0	0	0	0	1165
Grand Total	148	790	0	0	938	373	668	51	0	1092	0	437	33	0	470	0	0	0	0	0	2500
Approach %	15.8	84.2	0.0	0.0		34.2	61.2	4.7	0.0		0.0	93.0	7.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.9	31.6	0.0	0.0	37.5	14.9	26.7	2.0	0.0	43.7	0.0	17.5	1.3	0.0	18.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					810					0					841					849	2500
Cars	140	769	0	0	909	363	660	46	0	1069	0	414	33	0	447	0	0	0	0	0	2425
% Cars	94.6	97.3	0.0	0.0	96.9	97.3	98.8	90.2	0.0	97.9	0.0	94.7	100.0	0.0	95.1	0.0	0.0	0.0	0.0	0.0	97.0
Exiting Leg Total					777					0					815					833	2425
Heavy Vehicles	8	21	0	0	29	10	8	5	0	23	0	23	0	0	23	0	0	0	0	0	75
% Heavy Vehicles	5.4	2.7	0.0	0.0	3.1	2.7	1.2	9.8	0.0	2.1	0.0	5.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	3.0
Exiting Leg Total					33					0					26					16	75

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	25	111	0	0	136	63	89	10	0	162	0	53	7	0	60	0	0	0	0	0	358
4:15 PM	28	89	0	0	117	44	93	8	0	145	0	50	4	0	54	0	0	0	0	0	316
4:30 PM	19	104	0	0	123	62	88	5	0	155	0	81	3	0	84	0	0	0	0	0	362
4:45 PM	9	98	0	0	107	45	76	9	0	130	0	57	5	0	62	0	0	0	0	0	299
Total Volume	81	402	0	0	483	214	346	32	0	592	0	241	19	0	260	0	0	0	0	0	1335
% Approach Total	16.8	83.2	0.0	0.0		36.1	58.4	5.4	0.0		0.0	92.7	7.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.723	0.905	0.000	0.000	0.888	0.849	0.930	0.800	0.000	0.914	0.000	0.744	0.679	0.000	0.774	0.000	0.000	0.000	0.000	0.000	0.922
Cars	75	388	0	0	463	209	341	28	0	578	0	230	19	0	249	0	0	0	0	0	1290
Cars %	92.6	96.5	0.0	0.0	95.9	97.7	98.6	87.5	0.0	97.6	0.0	95.4	100.0	0.0	95.8	0.0	0.0	0.0	0.0	0.0	96.6
Heavy Vehicles	6	14	0	0	20	5	5	4	0	14	0	11	0	0	11	0	0	0	0	0	45
Heavy Vehicles %	7.4	3.5	0.0	0.0	4.1	2.3	1.4	12.5	0.0	2.4	0.0	4.6	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	3.4
Cars Enter Leg	75	388	0	0	463	209	341	28	0	578	0	230	19	0	249	0	0	0	0	0	1290
Heavy Enter Leg	6	14	0	0	20	5	5	4	0	14	0	11	0	0	11	0	0	0	0	0	45
Total Entering Leg	81	402	0	0	483	214	346	32	0	592	0	241	19	0	260	0	0	0	0	0	1335
Cars Exiting Leg					439					0					416					435	1290
Heavy Exiting Leg					16					0					18					11	45
Total Exiting Leg					455					0					434					446	1335

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	23	105	0	0	128	63	89	8	0	160	0	50	7	0	57	0	0	0	0	0	345
4:15 PM	26	85	0	0	111	42	92	8	0	142	0	47	4	0	51	0	0	0	0	0	304
4:30 PM	18	102	0	0	120	61	84	4	0	149	0	77	3	0	80	0	0	0	0	0	349
4:45 PM	8	96	0	0	104	43	76	8	0	127	0	56	5	0	61	0	0	0	0	0	292
Total	75	388	0	0	463	209	341	28	0	578	0	230	19	0	249	0	0	0	0	0	1290
5:00 PM	13	87	0	0	100	43	85	3	0	131	0	60	2	0	62	0	0	0	0	0	293
5:15 PM	21	104	0	0	125	37	81	2	0	120	0	60	4	0	64	0	0	0	0	0	309
5:30 PM	15	97	0	0	112	42	76	7	0	125	0	36	5	0	41	0	0	0	0	0	278
5:45 PM	16	93	0	0	109	32	77	6	0	115	0	28	3	0	31	0	0	0	0	0	255
Total	65	381	0	0	446	154	319	18	0	491	0	184	14	0	198	0	0	0	0	0	1135
Grand Total	140	769	0	0	909	363	660	46	0	1069	0	414	33	0	447	0	0	0	0	0	2425
Approach %	15.4	84.6	0.0	0.0		34.0	61.7	4.3	0.0		0.0	92.6	7.4	0.0		0.0	0.0	0.0	0.0		
Total %	5.8	31.7	0.0	0.0	37.5	15.0	27.2	1.9	0.0	44.1	0.0	17.1	1.4	0.0	18.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					777					0					815					833	2425

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	23	105	0	0	128	63	89	8	0	160	0	50	7	0	57	0	0	0	0	0	345
4:15 PM	26	85	0	0	111	42	92	8	0	142	0	47	4	0	51	0	0	0	0	0	304
4:30 PM	18	102	0	0	120	61	84	4	0	149	0	77	3	0	80	0	0	0	0	0	349
4:45 PM	8	96	0	0	104	43	76	8	0	127	0	56	5	0	61	0	0	0	0	0	292
Total Volume	75	388	0	0	463	209	341	28	0	578	0	230	19	0	249	0	0	0	0	0	1290
% Approach Total	16.2	83.8	0.0	0.0		36.2	59.0	4.8	0.0		0.0	92.4	7.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.721	0.924	0.000	0.000	0.904	0.829	0.927	0.875	0.000	0.903	0.000	0.747	0.679	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.924
Entering Leg	75	388	0	0	463	209	341	28	0	578	0	230	19	0	249	0	0	0	0	0	1290
Exiting Leg					439					0					416					435	1290
Total					902					578					665					435	2580

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	6	0	0	8	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	13
4:15 PM	2	4	0	0	6	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	12
4:30 PM	1	2	0	0	3	1	4	1	0	6	0	4	0	0	4	0	0	0	0	0	13
4:45 PM	1	2	0	0	3	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	7
Total	6	14	0	0	20	5	5	4	0	14	0	11	0	0	11	0	0	0	0	0	45
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	1	2	0	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
5:30 PM	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	1	4	0	0	5	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	14
Total	2	7	0	0	9	5	3	1	0	9	0	12	0	0	12	0	0	0	0	0	30
Grand Total	8	21	0	0	29	10	8	5	0	23	0	23	0	0	23	0	0	0	0	0	75
Approach %	27.6	72.4	0.0	0.0		43.5	34.8	21.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	10.7	28.0	0.0	0.0	38.7	13.3	10.7	6.7	0.0	30.7	0.0	30.7	0.0	0.0	30.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					33					0					26					16	75
Buses	6	13	0	0	19	7	1	1	0	9	0	14	0	0	14	0	0	0	0	0	42
% Buses	75.0	61.9	0.0	0.0	65.5	70.0	12.5	20.0	0.0	39.1	0.0	60.9	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	56.0
Exiting Leg Total					21					0					14					7	42
Single-Unit Trucks	2	6	0	0	8	2	5	3	0	10	0	4	0	0	4	0	0	0	0	0	22
% Single-Unit	25.0	28.6	0.0	0.0	27.6	20.0	62.5	60.0	0.0	43.5	0.0	17.4	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	29.3
Exiting Leg Total					6					0					9					7	22
Articulated Trucks	0	2	0	0	2	1	2	1	0	4	0	5	0	0	5	0	0	0	0	0	11
% Articulated	0.0	9.5	0.0	0.0	6.9	10.0	25.0	20.0	0.0	17.4	0.0	21.7	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	14.7
Exiting Leg Total					6					0					3					2	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	6	0	0	8	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	13
4:15 PM	2	4	0	0	6	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	12
4:30 PM	1	2	0	0	3	1	4	1	0	6	0	4	0	0	4	0	0	0	0	0	13
4:45 PM	1	2	0	0	3	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	7
Total Volume	6	14	0	0	20	5	5	4	0	14	0	11	0	0	11	0	0	0	0	0	45
% Approach Total	30.0	70.0	0.0	0.0		35.7	35.7	28.6	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.583	0.000	0.000	0.625	0.625	0.313	0.500	0.000	0.583	0.000	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.865
Buses	4	9	0	0	13	3	1	1	0	5	0	6	0	0	6	0	0	0	0	0	24
Buses %	66.7	64.3	0.0	0.0	65.0	60.0	20.0	25.0	0.0	35.7	0.0	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	53.3
Single-Unit Trucks	2	3	0	0	5	1	3	2	0	6	0	3	0	0	3	0	0	0	0	0	14
Single-Unit %	33.3	21.4	0.0	0.0	25.0	20.0	60.0	50.0	0.0	42.9	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	31.1
Articulated Trucks	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7
Articulated %	0.0	14.3	0.0	0.0	10.0	20.0	20.0	25.0	0.0	21.4	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	15.6
Buses	4	9	0	0	13	3	1	1	0	5	0	6	0	0	6	0	0	0	0	0	24
Single-Unit Trucks	2	3	0	0	5	1	3	2	0	6	0	3	0	0	3	0	0	0	0	0	14
Articulated Trucks	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7
Total Entering Leg	6	14	0	0	20	5	5	4	0	14	0	11	0	0	11	0	0	0	0	0	45
Buses					9					0					10					5	24
Single-Unit Trucks					4					0					5					5	14
Articulated Trucks					3					0					3					1	7
Total Exiting Leg					16					0					18					11	45

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	22	87	0	0	109	60	80	7	0	147	0	48	6	0	54	0	0	0	0	0	310
4:15 PM	23	75	0	0	98	38	78	6	0	122	0	42	4	0	46	0	0	0	0	0	266
4:30 PM	17	90	0	0	107	57	75	4	0	136	0	72	3	0	75	0	0	0	0	0	318
4:45 PM	6	84	0	0	90	40	66	8	0	114	0	51	5	0	56	0	0	0	0	0	260
Total	68	336	0	0	404	195	299	25	0	519	0	213	18	0	231	0	0	0	0	0	1154
5:00 PM	10	79	0	0	89	40	76	3	0	119	0	54	2	0	56	0	0	0	0	0	264
5:15 PM	19	89	0	0	108	32	72	2	0	106	0	56	4	0	60	0	0	0	0	0	274
5:30 PM	13	85	0	0	98	39	70	6	0	115	0	32	4	0	36	0	0	0	0	0	249
5:45 PM	15	88	0	0	103	29	71	5	0	105	0	28	2	0	30	0	0	0	0	0	238
Total	57	341	0	0	398	140	289	16	0	445	0	170	12	0	182	0	0	0	0	0	1025
Grand Total	125	677	0	0	802	335	588	41	0	964	0	383	30	0	413	0	0	0	0	0	2179
Approach %	15.6	84.4	0.0	0.0		34.8	61.0	4.3	0.0		0.0	92.7	7.3	0.0		0.0	0.0	0.0	0.0		
Total %	5.7	31.1	0.0	0.0	36.8	15.4	27.0	1.9	0.0	44.2	0.0	17.6	1.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					718					0					718					743	2179

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	22	87	0	0	109	60	80	7	0	147	0	48	6	0	54	0	0	0	0	0	310
4:15 PM	23	75	0	0	98	38	78	6	0	122	0	42	4	0	46	0	0	0	0	0	266
4:30 PM	17	90	0	0	107	57	75	4	0	136	0	72	3	0	75	0	0	0	0	0	318
4:45 PM	6	84	0	0	90	40	66	8	0	114	0	51	5	0	56	0	0	0	0	0	260
Total Volume	68	336	0	0	404	195	299	25	0	519	0	213	18	0	231	0	0	0	0	0	1154
% Approach Total	16.8	83.2	0.0	0.0		37.6	57.6	4.8	0.0		0.0	92.2	7.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.739	0.933	0.000	0.000	0.927	0.813	0.934	0.781	0.000	0.883	0.000	0.740	0.750	0.000	0.770	0.000	0.000	0.000	0.000	0.000	0.907
Entering Leg	68	336	0	0	404	195	299	25	0	519	0	213	18	0	231	0	0	0	0	0	1154
Exiting Leg					408					0					361					385	1154
Total					812					519					592					385	2308

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	17	0	0	18	3	7	1	0	11	0	2	1	0	3	0	0	0	0	0	32
4:15 PM	3	10	0	0	13	4	14	2	0	20	0	5	0	0	5	0	0	0	0	0	38
4:30 PM	1	12	0	0	13	3	9	0	0	12	0	5	0	0	5	0	0	0	0	0	30
4:45 PM	2	12	0	0	14	3	10	0	0	13	0	5	0	0	5	0	0	0	0	0	32
Total	7	51	0	0	58	13	40	3	0	56	0	17	1	0	18	0	0	0	0	0	132
5:00 PM	3	8	0	0	11	3	9	0	0	12	0	6	0	0	6	0	0	0	0	0	29
5:15 PM	2	15	0	0	17	5	9	0	0	14	0	4	0	0	4	0	0	0	0	0	35
5:30 PM	2	12	0	0	14	3	6	1	0	10	0	4	1	0	5	0	0	0	0	0	29
5:45 PM	1	5	0	0	6	3	6	1	0	10	0	0	1	0	1	0	0	0	0	0	17
Total	8	40	0	0	48	14	30	2	0	46	0	14	2	0	16	0	0	0	0	0	110
Grand Total	15	91	0	0	106	27	70	5	0	102	0	31	3	0	34	0	0	0	0	0	242
Approach %	14.2	85.8	0.0	0.0		26.5	68.6	4.9	0.0		0.0	91.2	8.8	0.0		0.0	0.0	0.0	0.0		
Total %	6.2	37.6	0.0	0.0	43.8	11.2	28.9	2.1	0.0	42.1	0.0	12.8	1.2	0.0	14.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					58					0					96					88	242

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	17	0	0	18	3	7	1	0	11	0	2	1	0	3	0	0	0	0	0	32
4:15 PM	3	10	0	0	13	4	14	2	0	20	0	5	0	0	5	0	0	0	0	0	38
4:30 PM	1	12	0	0	13	3	9	0	0	12	0	5	0	0	5	0	0	0	0	0	30
4:45 PM	2	12	0	0	14	3	10	0	0	13	0	5	0	0	5	0	0	0	0	0	32
Total Volume	7	51	0	0	58	13	40	3	0	56	0	17	1	0	18	0	0	0	0	0	132
% Approach Total	12.1	87.9	0.0	0.0		23.2	71.4	5.4	0.0		0.0	94.4	5.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.583	0.750	0.000	0.000	0.806	0.813	0.714	0.375	0.000	0.700	0.000	0.850	0.250	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.868
Entering Leg	7	51	0	0	58	13	40	3	0	56	0	17	1	0	18	0	0	0	0	0	132
Exiting Leg					30					0					54					48	132
Total					88					56					72					48	264

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	4	0	0	6	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	9
4:15 PM	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
4:45 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	4	9	0	0	13	3	1	1	0	5	0	6	0	0	6	0	0	0	0	0	24
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	2	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Total	2	4	0	0	6	4	0	0	0	4	0	8	0	0	8	0	0	0	0	0	18
Grand Total	6	13	0	0	19	7	1	1	0	9	0	14	0	0	14	0	0	0	0	0	42
Approach %	31.6	68.4	0.0	0.0		77.8	11.1	11.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	14.3	31.0	0.0	0.0	45.2	16.7	2.4	2.4	0.0	21.4	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					21					0					14					7	42

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	4	0	0	6	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	9
4:15 PM	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	5
4:30 PM	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
4:45 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total Volume	4	9	0	0	13	3	1	1	0	5	0	6	0	0	6	0	0	0	0	0	24
% Approach Total	30.8	69.2	0.0	0.0		60.0	20.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.563	0.000	0.000	0.542	0.375	0.250	0.250	0.000	0.625	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	4	9	0	0	13	3	1	1	0	5	0	6	0	0	6	0	0	0	0	0	24
Exiting Leg					9					0					10					5	24
Total					22					5					16					5	48

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	2	3	0	0	5	1	3	2	0	6	0	3	0	0	3	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	0	0	3	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	8
Grand Total	2	6	0	0	8	2	5	3	0	10	0	4	0	0	4	0	0	0	0	0	22
Approach %	25.0	75.0	0.0	0.0		20.0	50.0	30.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	9.1	27.3	0.0	0.0	36.4	9.1	22.7	13.6	0.0	45.5	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					9					7	22

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	2	3	0	0	5	1	3	2	0	6	0	3	0	0	3	0	0	0	0	0	14
% Approach Total	40.0	60.0	0.0	0.0		16.7	50.0	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.250	0.375	0.500	0.000	0.375	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	2	3	0	0	5	1	3	2	0	6	0	3	0	0	3	0	0	0	0	0	14
Exiting Leg					4					0					5					5	14
Total					9					6					8					5	28

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Grand Total	0	2	0	0	2	1	2	1	0	4	0	5	0	0	5	0	0	0	0	0	11
Approach %	0.0	100.0	0.0	0.0		25.0	50.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	18.2	0.0	0.0	18.2	9.1	18.2	9.1	0.0	36.4	0.0	45.5	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					0					3					2	11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					School Street from East					Commercial Street from South					School Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.250	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7
Exiting Leg					3					0					3					1	7
Total					5					3					5					1	14

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Grand Total	0	1	0	0	0	1	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	6
Approach %	0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total							1							2							2							1	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
% Approach Total	0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.313
Entering Leg	0	1	0	0	0	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Exiting Leg							1							2							1							1	5
Total							3							4							1							2	10

PDI File #: **186458-18**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: School Street W: School Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
4:30 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	10
4:45 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	6	5	11	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	3	5	8	22
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	3	8	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	5
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	0	0	0	0	3	0	3	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	9	6	15	24
Grand Total	0	0	0	0	9	5	14	0	0	0	0	5	2	7	0	0	0	0	1	1	2	0	0	0	0	12	11	23	46
Approach %	0	0	0	0	64.3	35.7		0	0	0	0	71.4	28.6		0	0	0	0	50	50		0	0	0	0	52.2	47.8		
Total %	0	0	0	0	19.6	10.9	30.4	0	0	0	0	10.9	4.35	15.2	0	0	0	0	2.17	2.17	4.35	0	0	0	0	26.1	23.9	50	
Exiting Leg Total							14							7							2							23	46

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street from North							School Street from East							Commercial Street from South							School Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	10
4:45 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	3	8	10
Total Volume	0	0	0	0	6	5	11	0	0	0	0	4	1	5	0	0	0	0	1	1	2	0	0	0	0	9	3	12	30
% Approach Total	0.0	0.0	0.0	0.0	54.5	45.5		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	75.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.417	0.458	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.450	0.250	0.375	0.750
Entering Leg	0	0	0	0	6	5	11	0	0	0	0	4	1	5	0	0	0	0	1	1	2	0	0	0	0	9	3	12	30
Exiting Leg							11							5							2							12	30
Total							22							10							4							24	60

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	26	0	36	0	0	0	0	0	6	35	0	0	41	3	89	25	0	117	194
7:15 AM	0	16	35	0	51	0	0	0	0	0	21	45	0	0	66	2	104	36	0	142	259
7:30 AM	0	29	45	0	74	0	0	0	0	0	27	47	0	0	74	4	132	26	0	162	310
7:45 AM	0	40	62	0	102	0	0	0	0	0	20	58	0	0	78	4	152	31	0	187	367
Total	0	95	168	0	263	0	0	0	0	0	74	185	0	0	259	13	477	118	0	608	1130
8:00 AM	0	24	45	0	69	0	0	0	0	0	12	41	0	0	53	3	110	28	0	141	263
8:15 AM	0	31	34	0	65	0	0	0	0	0	10	31	0	0	41	3	87	11	0	101	207
8:30 AM	0	22	50	0	72	0	0	0	0	0	13	41	0	0	54	6	106	22	0	134	260
8:45 AM	0	37	55	0	92	0	0	0	0	0	18	44	0	0	62	2	136	29	0	167	321
Total	0	114	184	0	298	0	0	0	0	0	53	157	0	0	210	14	439	90	0	543	1051
Grand Total	0	209	352	0	561	0	0	0	0	0	127	342	0	0	469	27	916	208	0	1151	2181
Approach %	0.0	37.3	62.7	0.0		0.0	0.0	0.0	0.0		27.1	72.9	0.0	0.0		2.3	79.6	18.1	0.0		
Total %	0.0	9.6	16.1	0.0	25.7	0.0	0.0	0.0	0.0	0.0	5.8	15.7	0.0	0.0	21.5	1.2	42.0	9.5	0.0	52.8	
Exiting Leg Total					550					1395					236					0	2181
Cars	0	191	339	0	530	0	0	0	0	0	122	321	0	0	443	21	864	185	0	1070	2043
% Cars	0.0	91.4	96.3	0.0	94.5	0.0	0.0	0.0	0.0	0.0	96.1	93.9	0.0	0.0	94.5	77.8	94.3	88.9	0.0	93.0	93.7
Exiting Leg Total					506					1325					212					0	2043
Heavy Vehicles	0	18	13	0	31	0	0	0	0	0	5	21	0	0	26	6	52	23	0	81	138
% Heavy Vehicles	0.0	8.6	3.7	0.0	5.5	0.0	0.0	0.0	0.0	0.0	3.9	6.1	0.0	0.0	5.5	22.2	5.7	11.1	0.0	7.0	6.3
Exiting Leg Total					44					70					24					0	138

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	16	35	0	51	0	0	0	0	0	21	45	0	0	66	2	104	36	0	142	259
7:30 AM	0	29	45	0	74	0	0	0	0	0	27	47	0	0	74	4	132	26	0	162	310
7:45 AM	0	40	62	0	102	0	0	0	0	0	20	58	0	0	78	4	152	31	0	187	367
8:00 AM	0	24	45	0	69	0	0	0	0	0	12	41	0	0	53	3	110	28	0	141	263
Total Volume	0	109	187	0	296	0	0	0	0	0	80	191	0	0	271	13	498	121	0	632	1199
% Approach Total	0.0	36.8	63.2	0.0		0.0	0.0	0.0	0.0		29.5	70.5	0.0	0.0		2.1	78.8	19.1	0.0		
PHF	0.000	0.681	0.754	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.741	0.823	0.000	0.000	0.869	0.813	0.819	0.840	0.000	0.845	0.817
Cars	0	98	180	0	278	0	0	0	0	0	77	183	0	0	260	12	467	104	0	583	1121
Cars %	0.0	89.9	96.3	0.0	93.9	0.0	0.0	0.0	0.0	0.0	96.3	95.8	0.0	0.0	95.9	92.3	93.8	86.0	0.0	92.2	93.5
Heavy Vehicles	0	11	7	0	18	0	0	0	0	0	3	8	0	0	11	1	31	17	0	49	78
Heavy Vehicles %	0.0	10.1	3.7	0.0	6.1	0.0	0.0	0.0	0.0	0.0	3.8	4.2	0.0	0.0	4.1	7.7	6.2	14.0	0.0	7.8	6.5
Cars Enter Leg	0	98	180	0	278	0	0	0	0	0	77	183	0	0	260	12	467	104	0	583	1121
Heavy Enter Leg	0	11	7	0	18	0	0	0	0	0	3	8	0	0	11	1	31	17	0	49	78
Total Entering Leg	0	109	187	0	296	0	0	0	0	0	80	191	0	0	271	13	498	121	0	632	1199
Cars Exiting Leg					287					724					110					0	1121
Heavy Exiting Leg					25					41					12					0	78
Total Exiting Leg					312					765					122					0	1199

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	9	25	0	34	0	0	0	0	0	6	34	0	0	40	1	85	23	0	109	183
7:15 AM	0	13	32	0	45	0	0	0	0	0	21	43	0	0	64	1	98	30	0	129	238
7:30 AM	0	28	45	0	73	0	0	0	0	0	26	44	0	0	70	4	120	23	0	147	290
7:45 AM	0	35	61	0	96	0	0	0	0	0	18	57	0	0	75	4	144	26	0	174	345
Total	0	85	163	0	248	0	0	0	0	0	71	178	0	0	249	10	447	102	0	559	1056
8:00 AM	0	22	42	0	64	0	0	0	0	0	12	39	0	0	51	3	105	25	0	133	248
8:15 AM	0	28	33	0	61	0	0	0	0	0	9	30	0	0	39	2	82	10	0	94	194
8:30 AM	0	20	49	0	69	0	0	0	0	0	12	36	0	0	48	4	100	21	0	125	242
8:45 AM	0	36	52	0	88	0	0	0	0	0	18	38	0	0	56	2	130	27	0	159	303
Total	0	106	176	0	282	0	0	0	0	0	51	143	0	0	194	11	417	83	0	511	987
Grand Total	0	191	339	0	530	0	0	0	0	0	122	321	0	0	443	21	864	185	0	1070	2043
Approach %	0.0	36.0	64.0	0.0		0.0	0.0	0.0	0.0		27.5	72.5	0.0	0.0		2.0	80.7	17.3	0.0		
Total %	0.0	9.3	16.6	0.0	25.9	0.0	0.0	0.0	0.0	0.0	6.0	15.7	0.0	0.0	21.7	1.0	42.3	9.1	0.0	52.4	
Exiting Leg Total					506					1325					212					0	2043

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	13	32	0	45	0	0	0	0	0	21	43	0	0	64	1	98	30	0	129	238
7:30 AM	0	28	45	0	73	0	0	0	0	0	26	44	0	0	70	4	120	23	0	147	290
7:45 AM	0	35	61	0	96	0	0	0	0	0	18	57	0	0	75	4	144	26	0	174	345
8:00 AM	0	22	42	0	64	0	0	0	0	0	12	39	0	0	51	3	105	25	0	133	248
Total Volume	0	98	180	0	278	0	0	0	0	0	77	183	0	0	260	12	467	104	0	583	1121
% Approach Total	0.0	35.3	64.7	0.0		0.0	0.0	0.0	0.0		29.6	70.4	0.0	0.0		2.1	80.1	17.8	0.0		
PHF	0.000	0.700	0.738	0.000	0.724	0.000	0.000	0.000	0.000	0.000	0.740	0.803	0.000	0.000	0.867	0.750	0.811	0.867	0.000	0.838	0.812
Entering Leg	0	98	180	0	278	0	0	0	0	0	77	183	0	0	260	12	467	104	0	583	1121
Exiting Leg					287					724					110					0	1121
Total					565					724					370					583	2242

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	2	4	2	0	8	11
7:15 AM	0	3	3	0	6	0	0	0	0	0	0	2	0	0	2	1	6	6	0	13	21
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	12	3	0	15	20
7:45 AM	0	5	1	0	6	0	0	0	0	0	2	1	0	0	3	0	8	5	0	13	22
Total	0	10	5	0	15	0	0	0	0	0	3	7	0	0	10	3	30	16	0	49	74
8:00 AM	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	0	5	3	0	8	15
8:15 AM	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	1	5	1	0	7	13
8:30 AM	0	2	1	0	3	0	0	0	0	0	1	5	0	0	6	2	6	1	0	9	18
8:45 AM	0	1	3	0	4	0	0	0	0	0	0	6	0	0	6	0	6	2	0	8	18
Total	0	8	8	0	16	0	0	0	0	0	2	14	0	0	16	3	22	7	0	32	64
Grand Total	0	18	13	0	31	0	0	0	0	0	5	21	0	0	26	6	52	23	0	81	138
Approach %	0.0	58.1	41.9	0.0		0.0	0.0	0.0	0.0		19.2	80.8	0.0	0.0		7.4	64.2	28.4	0.0		
Total %	0.0	13.0	9.4	0.0	22.5	0.0	0.0	0.0	0.0	0.0	3.6	15.2	0.0	0.0	18.8	4.3	37.7	16.7	0.0	58.7	
Exiting Leg Total					44					70					24					0	138
Buses	0	15	11	0	26	0	0	0	0	0	4	13	0	0	17	3	16	14	0	33	76
% Buses	0.0	83.3	84.6	0.0	83.9	0.0	0.0	0.0	0.0	0.0	80.0	61.9	0.0	0.0	65.4	50.0	30.8	60.9	0.0	40.7	55.1
Exiting Leg Total					27					31					18					0	76
Single-Unit Trucks	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	3	29	8	0	40	51
% Single-Unit	0.0	16.7	7.7	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	26.9	50.0	55.8	34.8	0.0	49.4	37.0
Exiting Leg Total					15					30					6					0	51
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	7	1	0	8	11
% Articulated	0.0	0.0	7.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	20.0	4.8	0.0	0.0	7.7	0.0	13.5	4.3	0.0	9.9	8.0
Exiting Leg Total					2					9					0					0	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	3	0	6	0	0	0	0	0	0	2	0	0	2	1	6	6	0	13	21
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	12	3	0	15	20
7:45 AM	0	5	1	0	6	0	0	0	0	0	2	1	0	0	3	0	8	5	0	13	22
8:00 AM	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	0	5	3	0	8	15
Total Volume	0	11	7	0	18	0	0	0	0	0	3	8	0	0	11	1	31	17	0	49	78
% Approach Total	0.0	61.1	38.9	0.0		0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		2.0	63.3	34.7	0.0		
PHF	0.000	0.550	0.583	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.375	0.667	0.000	0.000	0.688	0.250	0.646	0.708	0.000	0.817	0.886
Buses	0	9	5	0	14	0	0	0	0	0	3	5	0	0	8	0	11	10	0	21	43
Buses %	0.0	81.8	71.4	0.0	77.8	0.0	0.0	0.0	0.0	0.0	100.0	62.5	0.0	0.0	72.7	0.0	35.5	58.8	0.0	42.9	55.1
Single-Unit Trucks	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	16	7	0	24	30
Single-Unit %	0.0	18.2	14.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	27.3	100.0	51.6	41.2	0.0	49.0	38.5
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
Articulated %	0.0	0.0	14.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	8.2	6.4
Buses	0	9	5	0	14	0	0	0	0	0	3	5	0	0	8	0	11	10	0	21	43
Single-Unit Trucks	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	16	7	0	24	30
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
Total Entering Leg	0	11	7	0	18	0	0	0	0	0	3	8	0	0	11	1	31	17	0	49	78
Buses					15					19					9					0	43
Single-Unit Trucks					10					17					3					0	30
Articulated Trucks					0					5					0					0	5
Total Exiting Leg					25					41					12					0	78

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	24	0	32	0	0	0	0	0	6	28	0	0	34	1	74	19	0	94	160
7:15 AM	0	10	28	0	38	0	0	0	0	0	19	35	0	0	54	1	83	27	0	111	203
7:30 AM	0	24	39	0	63	0	0	0	0	0	25	40	0	0	65	4	114	21	0	139	267
7:45 AM	0	32	56	0	88	0	0	0	0	0	17	52	0	0	69	2	133	24	0	159	316
Total	0	74	147	0	221	0	0	0	0	0	67	155	0	0	222	8	404	91	0	503	946
8:00 AM	0	21	37	0	58	0	0	0	0	0	11	35	0	0	46	3	97	23	0	123	227
8:15 AM	0	23	28	0	51	0	0	0	0	0	9	27	0	0	36	1	75	10	0	86	173
8:30 AM	0	13	41	0	54	0	0	0	0	0	10	31	0	0	41	4	91	21	0	116	211
8:45 AM	0	33	48	0	81	0	0	0	0	0	18	35	0	0	53	1	124	25	0	150	284
Total	0	90	154	0	244	0	0	0	0	0	48	128	0	0	176	9	387	79	0	475	895
Grand Total	0	164	301	0	465	0	0	0	0	0	115	283	0	0	398	17	791	170	0	978	1841
Approach %	0.0	35.3	64.7	0.0		0.0	0.0	0.0	0.0		28.9	71.1	0.0	0.0		1.7	80.9	17.4	0.0		
Total %	0.0	8.9	16.3	0.0	25.3	0.0	0.0	0.0	0.0	0.0	6.2	15.4	0.0	0.0	21.6	0.9	43.0	9.2	0.0	53.1	
Exiting Leg Total					453					1207					181					0	1841

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	10	28	0	38	0	0	0	0	0	19	35	0	0	54	1	83	27	0	111	203
7:30 AM	0	24	39	0	63	0	0	0	0	0	25	40	0	0	65	4	114	21	0	139	267
7:45 AM	0	32	56	0	88	0	0	0	0	0	17	52	0	0	69	2	133	24	0	159	316
8:00 AM	0	21	37	0	58	0	0	0	0	0	11	35	0	0	46	3	97	23	0	123	227
Total Volume	0	87	160	0	247	0	0	0	0	0	72	162	0	0	234	10	427	95	0	532	1013
% Approach Total	0.0	35.2	64.8	0.0		0.0	0.0	0.0	0.0		30.8	69.2	0.0	0.0		1.9	80.3	17.9	0.0		
PHF	0.000	0.680	0.714	0.000	0.702	0.000	0.000	0.000	0.000	0.000	0.720	0.779	0.000	0.000	0.848	0.625	0.803	0.880	0.000	0.836	0.801
Entering Leg	0	87	160	0	247	0	0	0	0	0	72	162	0	0	234	10	427	95	0	532	1013
Exiting Leg					257					659					97					0	1013
Total					504					659					331					532	2026

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	0	11	4	0	15	23
7:15 AM	0	3	4	0	7	0	0	0	0	0	2	8	0	0	10	0	15	3	0	18	35
7:30 AM	0	4	6	0	10	0	0	0	0	0	1	4	0	0	5	0	6	2	0	8	23
7:45 AM	0	3	5	0	8	0	0	0	0	0	1	5	0	0	6	2	10	2	0	14	28
Total	0	11	16	0	27	0	0	0	0	0	4	23	0	0	27	2	42	11	0	55	109
8:00 AM	0	1	5	0	6	0	0	0	0	0	1	4	0	0	5	0	8	2	0	10	21
8:15 AM	0	5	5	0	10	0	0	0	0	0	0	3	0	0	3	1	7	0	0	8	21
8:30 AM	0	7	8	0	15	0	0	0	0	0	2	5	0	0	7	0	9	0	0	9	31
8:45 AM	0	3	4	0	7	0	0	0	0	0	0	2	0	0	2	1	6	2	0	9	18
Total	0	16	22	0	38	0	0	0	0	0	3	14	0	0	17	2	30	4	0	36	91
Grand Total	0	27	38	0	65	0	0	0	0	0	7	37	0	0	44	4	72	15	0	91	200
Approach %	0.0	41.5	58.5	0.0		0.0	0.0	0.0	0.0		15.9	84.1	0.0	0.0		4.4	79.1	16.5	0.0		
Total %	0.0	13.5	19.0	0.0	32.5	0.0	0.0	0.0	0.0	0.0	3.5	18.5	0.0	0.0	22.0	2.0	36.0	7.5	0.0	45.5	
Exiting Leg Total					52					117					31					0	200

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	0	11	4	0	15	23
7:15 AM	0	3	4	0	7	0	0	0	0	0	2	8	0	0	10	0	15	3	0	18	35
7:30 AM	0	4	6	0	10	0	0	0	0	0	1	4	0	0	5	0	6	2	0	8	23
7:45 AM	0	3	5	0	8	0	0	0	0	0	1	5	0	0	6	2	10	2	0	14	28
Total Volume	0	11	16	0	27	0	0	0	0	0	4	23	0	0	27	2	42	11	0	55	109
% Approach Total	0.0	40.7	59.3	0.0		0.0	0.0	0.0	0.0		14.8	85.2	0.0	0.0		3.6	76.4	20.0	0.0		
PHF	0.000	0.688	0.667	0.000	0.675	0.000	0.000	0.000	0.000	0.000	0.500	0.719	0.000	0.000	0.675	0.250	0.700	0.688	0.000	0.764	0.779
Entering Leg	0	11	16	0	27	0	0	0	0	0	4	23	0	0	27	2	42	11	0	55	109
Exiting Leg					34					62					13					0	109
Total					61					62					40					55	218

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	7
7:15 AM	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	0	2	3	0	5	12
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	6	2	0	8	12
7:45 AM	0	5	1	0	6	0	0	0	0	0	2	1	0	0	3	0	2	4	0	6	15
Total	0	9	5	0	14	0	0	0	0	0	3	6	0	0	9	2	11	10	0	23	46
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
8:15 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	8
8:30 AM	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	7
8:45 AM	0	1	3	0	4	0	0	0	0	0	0	3	0	0	3	0	3	1	0	4	11
Total	0	6	6	0	12	0	0	0	0	0	1	7	0	0	8	1	5	4	0	10	30
Grand Total	0	15	11	0	26	0	0	0	0	0	4	13	0	0	17	3	16	14	0	33	76
Approach %	0.0	57.7	42.3	0.0		0.0	0.0	0.0	0.0		23.5	76.5	0.0	0.0		9.1	48.5	42.4	0.0		
Total %	0.0	19.7	14.5	0.0	34.2	0.0	0.0	0.0	0.0	0.0	5.3	17.1	0.0	0.0	22.4	3.9	21.1	18.4	0.0	43.4	
Exiting Leg Total					27					31					18					0	76

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	7
7:15 AM	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	0	2	3	0	5	12
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	6	2	0	8	12
7:45 AM	0	5	1	0	6	0	0	0	0	0	2	1	0	0	3	0	2	4	0	6	15
Total Volume	0	9	5	0	14	0	0	0	0	0	3	6	0	0	9	2	11	10	0	23	46
% Approach Total	0.0	64.3	35.7	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		8.7	47.8	43.5	0.0		
PHF	0.000	0.450	0.417	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.375	0.750	0.000	0.000	0.750	0.250	0.458	0.625	0.000	0.719	0.767
Entering Leg	0	9	5	0	14	0	0	0	0	0	3	6	0	0	9	2	11	10	0	23	46
Exiting Leg					16					19					11					0	46
Total					30					19					20					23	92

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	3	0	8	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	7
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	16	6	0	23	25
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	3	2	0	5	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4	0	0	6	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Total	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	2	13	2	0	17	26
Grand Total	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	3	29	8	0	40	51
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		7.5	72.5	20.0	0.0		
Total %	0.0	5.9	2.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	13.7	5.9	56.9	15.7	0.0	78.4	
Exiting Leg Total					15					30					6					0	51

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	3	0	8	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	7
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	3	2	0	5	9
Total Volume	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	16	7	0	24	30
% Approach Total	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		4.2	66.7	29.2	0.0		
PHF	0.000	0.500	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.250	0.667	0.583	0.000	0.750	0.833
Entering Leg	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	16	7	0	24	30
Exiting Leg					10					17					3					0	30
Total					13					17					6					24	60

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street					Crescent Street					Commercial Street					Crescent Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	4	1	0	5	8
Grand Total	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	7	1	0	8	11
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	87.5	12.5	0.0		
Total %	0.0	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	0.0	18.2	0.0	63.6	9.1	0.0	72.7	
Exiting Leg Total					2					9					0					0	11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Commercial Street					Crescent Street					Commercial Street					Crescent Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	4	1	0	5	8
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	80.0	20.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.625	0.667
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	4	1	0	5	8
Exiting Leg					2					6					0					0	8
Total					3					6					2					5	16

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	2	0	2	5
7:30 AM	0	0	0	0	1	2	3	0	0	0	0	2	1	3	0	0	0	0	0	6	6	0	0	0	0	1	0	1	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	4	5	0	0	0	0	1	0	1	7
Total	0	0	0	0	3	2	5	0	0	0	0	2	3	5	0	0	0	0	1	12	13	0	0	0	0	5	0	5	28
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	2	0	2	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	1	3
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	8	11	0	0	0	0	1	1	2	14
Total	0	0	0	0	0	1	1	0	0	0	0	0	4	4	0	0	0	0	4	10	14	0	0	0	0	4	2	6	25
Grand Total	0	0	0	0	3	3	6	0	0	0	0	2	7	9	0	0	0	0	5	22	27	0	0	0	0	9	2	11	53
Approach %	0	0	0	0	50	50		0	0	0	0	22.2	77.8		0	0	0	0	18.5	81.5		0	0	0	0	81.8	18.2		
Total %	0	0	0	0	5.66	5.66	11.3	0	0	0	0	3.77	13.2	17	0	0	0	0	9.43	41.5	50.9	0	0	0	0	17	3.77	20.8	
Exiting Leg Total							6							9							27							11	53

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	2	0	2	5
7:30 AM	0	0	0	0	1	2	3	0	0	0	0	2	1	3	0	0	0	0	0	6	6	0	0	0	0	1	0	1	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	4	5	0	0	0	0	1	0	1	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	1	2	3	0	0	0	0	2	5	7	0	0	0	0	2	12	14	0	0	0	0	6	0	6	30
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.625	0.583	0.000	0.000	0.000	0.000	0.500	0.500	0.583	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.577
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	2	5	7	0	0	0	0	2	12	14	0	0	0	0	6	0	6	30
Exiting Leg							3							7							14							6	30
Total							6							14							28							12	60

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	55	65	0	120	0	0	0	0	0	14	29	0	0	43	5	174	30	0	209	372
4:15 PM	0	42	54	0	96	0	0	0	0	0	12	32	0	0	44	7	145	24	0	176	316
4:30 PM	0	39	65	0	104	0	0	0	0	0	15	33	0	0	48	3	191	49	0	243	395
4:45 PM	0	42	69	0	111	0	0	0	0	0	8	41	0	0	49	4	168	21	0	193	353
Total	0	178	253	0	431	0	0	0	0	0	49	135	0	0	184	19	678	124	0	821	1436
5:00 PM	0	32	57	0	89	0	0	0	0	0	11	29	0	0	40	6	140	36	0	182	311
5:15 PM	0	39	65	0	104	0	0	0	0	0	11	33	0	0	44	5	161	34	0	200	348
5:30 PM	0	36	70	0	106	0	0	0	0	0	11	22	0	0	33	4	156	19	0	179	318
5:45 PM	0	36	69	0	105	0	0	0	0	0	22	22	0	0	44	4	153	17	0	174	323
Total	0	143	261	0	404	0	0	0	0	0	55	106	0	0	161	19	610	106	0	735	1300
Grand Total	0	321	514	0	835	0	0	0	0	0	104	241	0	0	345	38	1288	230	0	1556	2736
Approach %	0.0	38.4	61.6	0.0		0.0	0.0	0.0	0.0		30.1	69.9	0.0	0.0		2.4	82.8	14.8	0.0		
Total %	0.0	11.7	18.8	0.0	30.5	0.0	0.0	0.0	0.0	0.0	3.8	8.8	0.0	0.0	12.6	1.4	47.1	8.4	0.0	56.9	
Exiting Leg Total					471					1906					359					0	2736
Cars	0	307	504	0	811	0	0	0	0	0	99	227	0	0	326	37	1271	221	0	1529	2666
% Cars	0.0	95.6	98.1	0.0	97.1	0.0	0.0	0.0	0.0	0.0	95.2	94.2	0.0	0.0	94.5	97.4	98.7	96.1	0.0	98.3	97.4
Exiting Leg Total					448					1874					344					0	2666
Heavy Vehicles	0	14	10	0	24	0	0	0	0	0	5	14	0	0	19	1	17	9	0	27	70
% Heavy Vehicles	0.0	4.4	1.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4.8	5.8	0.0	0.0	5.5	2.6	1.3	3.9	0.0	1.7	2.6
Exiting Leg Total					23					32					15					0	70

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	55	65	0	120	0	0	0	0	0	14	29	0	0	43	5	174	30	0	209	372
4:15 PM	0	42	54	0	96	0	0	0	0	0	12	32	0	0	44	7	145	24	0	176	316
4:30 PM	0	39	65	0	104	0	0	0	0	0	15	33	0	0	48	3	191	49	0	243	395
4:45 PM	0	42	69	0	111	0	0	0	0	0	8	41	0	0	49	4	168	21	0	193	353
Total Volume	0	178	253	0	431	0	0	0	0	0	49	135	0	0	184	19	678	124	0	821	1436
% Approach Total	0.0	41.3	58.7	0.0		0.0	0.0	0.0	0.0		26.6	73.4	0.0	0.0		2.3	82.6	15.1	0.0		
PHF	0.000	0.809	0.917	0.000	0.898	0.000	0.000	0.000	0.000	0.000	0.817	0.823	0.000	0.000	0.939	0.679	0.887	0.633	0.000	0.845	0.909
Cars	0	168	246	0	414	0	0	0	0	0	46	127	0	0	173	18	668	121	0	807	1394
Cars %	0.0	94.4	97.2	0.0	96.1	0.0	0.0	0.0	0.0	0.0	93.9	94.1	0.0	0.0	94.0	94.7	98.5	97.6	0.0	98.3	97.1
Heavy Vehicles	0	10	7	0	17	0	0	0	0	0	3	8	0	0	11	1	10	3	0	14	42
Heavy Vehicles %	0.0	5.6	2.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0	6.1	5.9	0.0	0.0	6.0	5.3	1.5	2.4	0.0	1.7	2.9
Cars Enter Leg	0	168	246	0	414	0	0	0	0	0	46	127	0	0	173	18	668	121	0	807	1394
Heavy Enter Leg	0	10	7	0	17	0	0	0	0	0	3	8	0	0	11	1	10	3	0	14	42
Total Entering Leg	0	178	253	0	431	0	0	0	0	0	49	135	0	0	184	19	678	124	0	821	1436
Cars Exiting Leg					248					960					186					0	1394
Heavy Exiting Leg					11					20					11					0	42
Total Exiting Leg					259					980					197					0	1436

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	50	62	0	112	0	0	0	0	0	14	27	0	0	41	5	171	29	0	205	358
4:15 PM	0	40	52	0	92	0	0	0	0	0	11	30	0	0	41	7	144	23	0	174	307
4:30 PM	0	37	64	0	101	0	0	0	0	0	14	30	0	0	44	2	187	48	0	237	382
4:45 PM	0	41	68	0	109	0	0	0	0	0	7	40	0	0	47	4	166	21	0	191	347
Total	0	168	246	0	414	0	0	0	0	0	46	127	0	0	173	18	668	121	0	807	1394
5:00 PM	0	32	57	0	89	0	0	0	0	0	11	28	0	0	39	6	139	35	0	180	308
5:15 PM	0	38	64	0	102	0	0	0	0	0	10	32	0	0	42	5	160	32	0	197	341
5:30 PM	0	36	70	0	106	0	0	0	0	0	11	21	0	0	32	4	152	19	0	175	313
5:45 PM	0	33	67	0	100	0	0	0	0	0	21	19	0	0	40	4	152	14	0	170	310
Total	0	139	258	0	397	0	0	0	0	0	53	100	0	0	153	19	603	100	0	722	1272
Grand Total	0	307	504	0	811	0	0	0	0	0	99	227	0	0	326	37	1271	221	0	1529	2666
Approach %	0.0	37.9	62.1	0.0		0.0	0.0	0.0	0.0		30.4	69.6	0.0	0.0		2.4	83.1	14.5	0.0		
Total %	0.0	11.5	18.9	0.0	30.4	0.0	0.0	0.0	0.0	0.0	3.7	8.5	0.0	0.0	12.2	1.4	47.7	8.3	0.0	57.4	
Exiting Leg Total					448					1874					344					0	2666

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	50	62	0	112	0	0	0	0	0	14	27	0	0	41	5	171	29	0	205	358
4:15 PM	0	40	52	0	92	0	0	0	0	0	11	30	0	0	41	7	144	23	0	174	307
4:30 PM	0	37	64	0	101	0	0	0	0	0	14	30	0	0	44	2	187	48	0	237	382
4:45 PM	0	41	68	0	109	0	0	0	0	0	7	40	0	0	47	4	166	21	0	191	347
Total Volume	0	168	246	0	414	0	0	0	0	0	46	127	0	0	173	18	668	121	0	807	1394
% Approach Total	0.0	40.6	59.4	0.0		0.0	0.0	0.0	0.0		26.6	73.4	0.0	0.0		2.2	82.8	15.0	0.0		
PHF	0.000	0.840	0.904	0.000	0.924	0.000	0.000	0.000	0.000	0.000	0.821	0.794	0.000	0.000	0.920	0.643	0.893	0.630	0.000	0.851	0.912
Entering Leg	0	168	246	0	414	0	0	0	0	0	46	127	0	0	173	18	668	121	0	807	1394
Exiting Leg					248					960					186					0	1394
Total					662					960					359					807	2788

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	3	0	8	0	0	0	0	0	0	2	0	0	2	0	3	1	0	4	14
4:15 PM	0	2	2	0	4	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	9
4:30 PM	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	1	4	1	0	6	13
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	6
Total	0	10	7	0	17	0	0	0	0	0	3	8	0	0	11	1	10	3	0	14	42
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
5:15 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	1	2	0	3	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
5:45 PM	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	0	1	3	0	4	13
Total	0	4	3	0	7	0	0	0	0	0	2	6	0	0	8	0	7	6	0	13	28
Grand Total	0	14	10	0	24	0	0	0	0	0	5	14	0	0	19	1	17	9	0	27	70
Approach %	0.0	58.3	41.7	0.0		0.0	0.0	0.0	0.0		26.3	73.7	0.0	0.0		3.7	63.0	33.3	0.0		
Total %	0.0	20.0	14.3	0.0	34.3	0.0	0.0	0.0	0.0	0.0	7.1	20.0	0.0	0.0	27.1	1.4	24.3	12.9	0.0	38.6	
Exiting Leg Total					23					32					15					0	70
Buses	0	8	6	0	14	0	0	0	0	0	2	6	0	0	8	0	7	8	0	15	37
% Buses	0.0	57.1	60.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	40.0	42.9	0.0	0.0	42.1	0.0	41.2	88.9	0.0	55.6	52.9
Exiting Leg Total					14					15					8					0	37
Single-Unit Trucks	0	4	3	0	7	0	0	0	0	0	3	5	0	0	8	0	8	0	0	8	23
% Single-Unit	0.0	28.6	30.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	60.0	35.7	0.0	0.0	42.1	0.0	47.1	0.0	0.0	29.6	32.9
Exiting Leg Total					5					14					4					0	23
Articulated Trucks	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	2	1	0	4	10
% Articulated	0.0	14.3	10.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	15.8	100.0	11.8	11.1	0.0	14.8	14.3
Exiting Leg Total					4					3					3					0	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	3	0	8	0	0	0	0	0	0	2	0	0	2	0	3	1	0	4	14
4:15 PM	0	2	2	0	4	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	9
4:30 PM	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	1	4	1	0	6	13
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	6
Total Volume	0	10	7	0	17	0	0	0	0	0	3	8	0	0	11	1	10	3	0	14	42
% Approach Total	0.0	58.8	41.2	0.0		0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		7.1	71.4	21.4	0.0		
PHF	0.000	0.500	0.583	0.000	0.531	0.000	0.000	0.000	0.000	0.000	0.750	0.667	0.000	0.000	0.688	0.250	0.625	0.750	0.000	0.583	0.750
Buses	0	6	4	0	10	0	0	0	0	0	2	3	0	0	5	0	5	3	0	8	23
Buses %	0.0	60.0	57.1	0.0	58.8	0.0	0.0	0.0	0.0	0.0	66.7	37.5	0.0	0.0	45.5	0.0	50.0	100.0	0.0	57.1	54.8
Single-Unit Trucks	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	12
Single-Unit %	0.0	20.0	28.6	0.0	23.5	0.0	0.0	0.0	0.0	0.0	33.3	37.5	0.0	0.0	36.4	0.0	40.0	0.0	0.0	28.6	28.6
Articulated Trucks	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
Articulated %	0.0	20.0	14.3	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	18.2	100.0	10.0	0.0	0.0	14.3	16.7
Buses	0	6	4	0	10	0	0	0	0	0	2	3	0	0	5	0	5	3	0	8	23
Single-Unit Trucks	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	12
Articulated Trucks	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
Total Entering Leg	0	10	7	0	17	0	0	0	0	0	3	8	0	0	11	1	10	3	0	14	42
Buses					6					11					6					0	23
Single-Unit Trucks					3					7					2					0	12
Articulated Trucks					2					2					3					0	7
Total Exiting Leg					11					20					11					0	42

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	42	47	0	89	0	0	0	0	0	13	26	0	0	39	4	157	28	0	189	317
4:15 PM	0	36	45	0	81	0	0	0	0	0	10	27	0	0	37	6	129	21	0	156	274
4:30 PM	0	34	56	0	90	0	0	0	0	0	12	26	0	0	38	1	169	47	0	217	345
4:45 PM	0	38	60	0	98	0	0	0	0	0	5	36	0	0	41	3	146	20	0	169	308
Total	0	150	208	0	358	0	0	0	0	0	40	115	0	0	155	14	601	116	0	731	1244
5:00 PM	0	27	55	0	82	0	0	0	0	0	9	26	0	0	35	5	126	34	0	165	282
5:15 PM	0	31	58	0	89	0	0	0	0	0	10	29	0	0	39	5	148	31	0	184	312
5:30 PM	0	36	61	0	97	0	0	0	0	0	9	18	0	0	27	4	134	18	0	156	280
5:45 PM	0	32	62	0	94	0	0	0	0	0	18	19	0	0	37	4	139	13	0	156	287
Total	0	126	236	0	362	0	0	0	0	0	46	92	0	0	138	18	547	96	0	661	1161
Grand Total	0	276	444	0	720	0	0	0	0	0	86	207	0	0	293	32	1148	212	0	1392	2405
Approach %	0.0	38.3	61.7	0.0		0.0	0.0	0.0	0.0		29.4	70.6	0.0	0.0		2.3	82.5	15.2	0.0		
Total %	0.0	11.5	18.5	0.0	29.9	0.0	0.0	0.0	0.0	0.0	3.6	8.6	0.0	0.0	12.2	1.3	47.7	8.8	0.0	57.9	
Exiting Leg Total					419					1678					308					0	2405

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	34	56	0	90	0	0	0	0	0	12	26	0	0	38	1	169	47	0	217	345
4:45 PM	0	38	60	0	98	0	0	0	0	0	5	36	0	0	41	3	146	20	0	169	308
5:00 PM	0	27	55	0	82	0	0	0	0	0	9	26	0	0	35	5	126	34	0	165	282
5:15 PM	0	31	58	0	89	0	0	0	0	0	10	29	0	0	39	5	148	31	0	184	312
Total Volume	0	130	229	0	359	0	0	0	0	0	36	117	0	0	153	14	589	132	0	735	1247
% Approach Total	0.0	36.2	63.8	0.0		0.0	0.0	0.0	0.0		23.5	76.5	0.0	0.0		1.9	80.1	18.0	0.0		
PHF	0.000	0.855	0.954	0.000	0.916	0.000	0.000	0.000	0.000	0.000	0.750	0.813	0.000	0.000	0.933	0.700	0.871	0.702	0.000	0.847	0.904
Entering Leg	0	130	229	0	359	0	0	0	0	0	36	117	0	0	153	14	589	132	0	735	1247
Exiting Leg					249					854					144					0	1247
Total					608					854					297					735	2494

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Light Goods Vehicle

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	8	14	0	22	0	0	0	0	0	1	1	0	0	2	1	13	1	0	15	39
4:15 PM	0	4	7	0	11	0	0	0	0	0	1	3	0	0	4	1	14	2	0	17	32
4:30 PM	0	3	8	0	11	0	0	0	0	0	2	4	0	0	6	1	18	1	0	20	37
4:45 PM	0	3	8	0	11	0	0	0	0	0	2	4	0	0	6	1	20	1	0	22	39
Total	0	18	37	0	55	0	0	0	0	0	6	12	0	0	18	4	65	5	0	74	147
5:00 PM	0	5	2	0	7	0	0	0	0	0	2	2	0	0	4	1	13	1	0	15	26
5:15 PM	0	7	6	0	13	0	0	0	0	0	0	3	0	0	3	0	12	1	0	13	29
5:30 PM	0	0	9	0	9	0	0	0	0	0	2	3	0	0	5	0	18	1	0	19	33
5:45 PM	0	1	5	0	6	0	0	0	0	0	3	0	0	0	3	0	13	1	0	14	23
Total	0	13	22	0	35	0	0	0	0	0	7	8	0	0	15	1	56	4	0	61	111
Grand Total	0	31	59	0	90	0	0	0	0	0	13	20	0	0	33	5	121	9	0	135	258
Approach %	0.0	34.4	65.6	0.0		0.0	0.0	0.0	0.0		39.4	60.6	0.0	0.0		3.7	89.6	6.7	0.0		
Total %	0.0	12.0	22.9	0.0	34.9	0.0	0.0	0.0	0.0	0.0	5.0	7.8	0.0	0.0	12.8	1.9	46.9	3.5	0.0	52.3	
Exiting Leg Total					29					193					36					0	258

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	8	14	0	22	0	0	0	0	0	1	1	0	0	2	1	13	1	0	15	39
4:15 PM	0	4	7	0	11	0	0	0	0	0	1	3	0	0	4	1	14	2	0	17	32
4:30 PM	0	3	8	0	11	0	0	0	0	0	2	4	0	0	6	1	18	1	0	20	37
4:45 PM	0	3	8	0	11	0	0	0	0	0	2	4	0	0	6	1	20	1	0	22	39
Total Volume	0	18	37	0	55	0	0	0	0	0	6	12	0	0	18	4	65	5	0	74	147
% Approach Total	0.0	32.7	67.3	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		5.4	87.8	6.8	0.0		
PHF	0.000	0.563	0.661	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750	0.750	0.000	0.000	0.750	1.000	0.813	0.625	0.000	0.841	0.942
Entering Leg	0	18	37	0	55	0	0	0	0	0	6	12	0	0	18	4	65	5	0	74	147
Exiting Leg					17					108					22					0	147
Total					72					108					40					74	294

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	9
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	7
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Total	0	6	4	0	10	0	0	0	0	0	2	3	0	0	5	0	5	3	0	8	23
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	7
Total	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	0	2	5	0	7	14
Grand Total	0	8	6	0	14	0	0	0	0	0	2	6	0	0	8	0	7	8	0	15	37
Approach %	0.0	57.1	42.9	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	46.7	53.3	0.0		
Total %	0.0	21.6	16.2	0.0	37.8	0.0	0.0	0.0	0.0	0.0	5.4	16.2	0.0	0.0	21.6	0.0	18.9	21.6	0.0	40.5	
Exiting Leg Total					14					15					8					0	37

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	9
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	7
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Total Volume	0	6	4	0	10	0	0	0	0	0	2	3	0	0	5	0	5	3	0	8	23
% Approach Total	0.0	60.0	40.0	0.0		0.0	0.0	0.0	0.0		40.0	60.0	0.0	0.0		0.0	62.5	37.5	0.0		
PHF	0.000	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.000	0.000	0.625	0.000	0.625	0.750	0.000	0.667	0.639
Entering Leg	0	6	4	0	10	0	0	0	0	0	2	3	0	0	5	0	5	3	0	8	23
Exiting Leg					6					11					6					0	23
Total					16					11					11					8	46

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Single-Unit Trucks

	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:15 PM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
5:45 PM	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Total	0	2	1	0	3	0	0	0	0	0	2	2	0	0	4	0	4	0	0	4	11
Grand Total	0	4	3	0	7	0	0	0	0	0	3	5	0	0	8	0	8	0	0	8	23
Approach %	0.0	57.1	42.9	0.0		0.0	0.0	0.0	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	17.4	13.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	13.0	21.7	0.0	0.0	34.8	0.0	34.8	0.0	0.0	34.8	
Exiting Leg Total					5					14					4					0	23

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street from North					Crescent Street from East					Commercial Street from South					Crescent Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:15 PM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total Volume	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	12
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	1.000	0.000	1.000	0.000	0.000	1.000	0.600
Entering Leg	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	12
Exiting Leg					3					7					2					0	12
Total					7					7					6					4	24

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Articulated Trucks

	Commercial Street					Crescent Street					Commercial Street					Crescent Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
Grand Total	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	2	1	0	4	10
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	50.0	25.0	0.0		
Total %	0.0	20.0	10.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0	10.0	20.0	10.0	0.0	40.0	
Exiting Leg Total					4					3					3					0	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Commercial Street					Crescent Street					Commercial Street					Crescent Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
% Approach Total	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.250	0.583
Entering Leg	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7
Exiting Leg					2					2					3					0	7
Total					5					2					5					2	14

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	2	0	0	1	1	4	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	25.0	25.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	16.7	16.7	66.7	
Exiting Leg Total							1							3							0							2	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.750	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
Exiting Leg							0							3							0							1	4
Total							0							4							0							4	8

PDI File #: **186458-19**
Location: **N: Commercial Street S: Commercial Street**
Location: **E: Crescent Street W: Crescent Street**
City, State: **Brockton, MA**
Client: **BSC/ S. Offei-Addo**
Site Code: **TBA**
Count Date: **Wednesday, October 03, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	2	0	2	10
4:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	3	0	0	0	0	1	0	1	0	0	0	0	6	3	9	0	0	0	0	3	3	6	19
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	4	2	6	0	0	0	0	1	2	3	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	1	0	1	5
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	1	7
Total	0	0	0	0	2	1	3	0	0	0	0	5	0	5	0	0	0	0	11	7	18	0	0	0	0	2	3	5	31
Grand Total	0	0	0	0	2	4	6	0	0	0	0	6	0	6	0	0	0	0	17	10	27	0	0	0	0	5	6	11	50
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	100	0		0	0	0	0	63	37		0	0	0	0	45.5	54.5		
Total %	0	0	0	0	4	8	12	0	0	0	0	12	0	12	0	0	0	0	34	20	54	0	0	0	0	10	12	22	
Exiting Leg Total							6							6							27							11	50

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Commercial Street from North							Crescent Street from East							Commercial Street from South							Crescent Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	4	2	6	0	0	0	0	1	2	3	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	1	0	1	5
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	1	7
Total Volume	0	0	0	0	2	1	3	0	0	0	0	5	0	5	0	0	0	0	11	7	18	0	0	0	0	2	3	5	31
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	61.1	38.9		0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.000	0.000	0.000	0.000	0.688	0.875	0.750	0.000	0.000	0.000	0.000	0.500	0.375	0.417	0.646
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	5	0	5	0	0	0	0	11	7	18	0	0	0	0	2	3	5	31
Exiting Leg							3							5							18							5	31
Total							6							10							36							10	62

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 1
Location:	Brockton, MA
Street 1:	Pleasant Street
Street 2:	Spring Street & Glenwood Square
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound		
Start Time	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
7:00 AM	0	0	1	0	0	0	13	0	0	0	10	9	0	121	0	0	0	0	5	113
7:15 AM	0	0	0	0	0	0	15	0	1	0	13	10	0	143	0	0	0	0	7	117
7:30 AM	0	0	1	2	0	0	17	0	0	1	11	12	0	164	0	0	0	0	6	115
7:45 AM	0	0	1	1	0	0	18	0	1	0	7	14	0	167	1	0	0	1	6	119
8:00 AM	0	0	0	1	0	0	16	0	0	0	10	13	0	172	0	0	0	0	7	116
8:15 AM	0	1	2	1	0	1	19	0	3	1	12	15	0	165	0	0	0	0	5	101
8:30 AM	0	0	0	0	0	0	23	1	1	0	11	14	0	157	1	1	0	0	6	98
8:45 AM	0	0	1	0	0	0	21	0	0	1	9	12	0	153	0	0	0	1	4	96

	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound		
Start Time	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
4:00 PM	0	1	0	1	0	0	23	0	0	0	12	15	0	124	2	0	0	0	8	152
4:15 PM	0	0	1	1	0	0	21	0	2	0	13	17	0	139	0	1	0	0	9	157
4:30 PM	0	0	0	0	0	1	19	0	1	1	15	16	0	152	1	0	0	0	10	141
4:45 PM	0	0	1	0	0	0	17	0	0	1	14	17	0	142	0	0	0	1	11	129
5:00 PM	0	1	0	1	0	1	14	1	1	0	15	23	0	133	1	1	0	0	10	127
5:15 PM	0	0	1	0	0	0	16	0	2	2	18	29	0	138	1	0	0	1	9	126
5:30 PM	0	1	1	3	0	0	17	0	0	1	16	25	0	143	0	1	0	0	9	124
5:45 PM	0	0	1	0	0	0	15	0	1	0	15	22	0	139	0	0	0	0	8	122

AM PEAK HOUR 7:30 AM to 8:30 AM	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound		
	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	0	**1**	**4**	**5**	**0**	**1**	**70**	**0**	**4**	**2**	**40**	**54**	**0**	**668**	**1**	**0**	**0**	**1**	**24**	**451**
PHF	**0.63**				**0.89**				**0.81**				**0.97**				**0.94**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**2.5%**	**1.9%**	**0.0%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.2%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound		
	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	0	**1**	**2**	**2**	**0**	**1**	**80**	**0**	**3**	**2**	**54**	**65**	**0**	**557**	**3**	**1**	**0**	**1**	**38**	**579**
PHF	**0.63**				**0.88**				**0.94**				**0.92**				**0.93**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.9%**	**1.5%**	**0.0%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.7%**

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 1
Location:	Brockton, MA
Street 1:	Pleasant Street
Street 2:	Spring Street & Glenwood Square
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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HEAVY VEHICLES

	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound			
Start Time	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4

	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound			
Start Time	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

AM PEAK HOUR 7:45 AM to 8:45 AM	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound			
	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**11**
PHF	**0.00**				**0.25**				**0.25**				**0.81**				**0.92**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Glenwood Square Northbound				Spring Street Northeastbound				Spring Street Southwestbound				Pleasant Street Southeastbound				Pleasant Street Northwestbound			
	U-Turn	Hard Left	Soft Left	Right	U-Turn	Hard Left	Soft Right	Right	Hard Left	Left	Thru	Soft Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**10**
PHF	**0.00**				**0.00**				**0.50**				**0.83**				**0.83**			

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 1
Location:	Brockton, MA
Street 1:	Pleasant Street
Street 2:	Spring Street & Glenwood Square
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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PEDESTRIANS & BICYCLES

	Glenwood Square Northbound					Spring Street Northeastbound					Spring Street Southwestbound					Pleasant Street Southeastbound					Pleasant Street Northwestbound			
Start Time	Hard Left	Soft Left	Right	PED		Hard Left	Soft Right	Right	PED		Left	Thru	Soft Right	PED		Thru	Right	Hard Right	PED		Left	Soft Left	Thru	PED
7:00 AM	0	0	0	1		0	0	0	1		0	0	0	0		0	0	0	1		0	0	0	1
7:15 AM	0	0	0	5		0	0	0	1		0	0	0	1		0	0	0	1		0	0	0	1
7:30 AM	0	0	0	5		0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0
7:45 AM	0	0	0	6		0	0	0	5		0	0	0	0		0	0	0	2		0	0	0	1
8:00 AM	0	0	0	3		0	0	0	2		0	0	0	1		0	0	0	1		0	0	0	0
8:15 AM	0	0	0	5		0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	2
8:30 AM	0	0	0	4		0	0	0	0		0	0	0	1		0	0	0	1		0	0	0	1
8:45 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0

	Glenwood Square Northbound					Spring Street Northeastbound					Spring Street Southwestbound					Pleasant Street Southeastbound					Pleasant Street Northwestbound			
Start Time	Hard Left	Soft Left	Right	PED		Hard Left	Soft Right	Right	PED		Left	Thru	Soft Right	PED		Thru	Right	Hard Right	PED		Left	Soft Left	Thru	PED
4:00 PM	0	0	0	2		0	0	0	5		0	0	0	1		0	0	0	6		0	0	0	0
4:15 PM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0
4:30 PM	0	0	0	5		0	0	0	2		0	0	0	3		0	0	0	2		0	0	0	3
4:45 PM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	1
5:00 PM	0	0	0	3		0	0	0	3		0	0	0	1		0	0	0	0		0	0	0	0
5:15 PM	0	0	0	1		0	0	0	1		0	0	0	2		0	0	0	1		0	0	0	1
5:30 PM	0	0	0	3		0	0	0	3		0	0	0	0		0	0	0	0		0	0	0	0
5:45 PM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	1

AM PEAK HOUR 7:30 AM to 8:30 AM	Glenwood Square Northbound					Spring Street Northeastbound					Spring Street Southwestbound					Pleasant Street Southeastbound					Pleasant Street Northwestbound			
	Hard Left	Soft Left	Right	PED		Hard Left	Soft Right	Right	PED		Left	Thru	Soft Right	PED		Thru	Right	Hard Right	PED		Left	Soft Left	Thru	PED
	0	0	0	19		0	0	0	8		0	0	0	2		0	0	0	3		0	0	0	3

PM PEAK HOUR 4:00 PM to 5:00 PM	Glenwood Square Northbound					Spring Street Northeastbound					Spring Street Southwestbound					Pleasant Street Southeastbound					Pleasant Street Northwestbound			
	Hard Left	Soft Left	Right	PED		Hard Left	Soft Right	Right	PED		Left	Thru	Soft Right	PED		Thru	Right	Hard Right	PED		Left	Soft Left	Thru	PED
	0	0	0	10		0	0	0	7		0	0	0	4		0	0	0	10		0	0	0	4

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 2
Location:	Brockton, MA
Street 1:	Warren Avenue
Street 2:	Green Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	2	79	5	0	0	4	6	0	0	0	0
7:15 AM	0	0	0	0	0	3	112	3	0	0	8	5	0	0	0	0
7:30 AM	0	0	0	0	0	2	138	2	0	0	12	5	0	0	0	0
7:45 AM	0	0	0	0	0	4	135	4	0	0	10	4	0	0	0	0
8:00 AM	0	0	0	0	0	4	136	5	0	0	7	3	0	0	0	0
8:15 AM	0	0	0	0	0	3	139	6	0	0	8	7	0	0	0	0
8:30 AM	0	0	0	0	0	4	137	8	0	0	6	10	0	0	0	0
8:45 AM	0	0	0	0	0	3	134	7	0	0	6	8	0	0	0	0

	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	6	189	6	0	0	5	8	0	0	0	0
4:15 PM	0	0	0	0	0	3	184	5	0	0	7	7	0	0	0	0
4:30 PM	0	0	0	0	0	2	181	4	0	0	8	5	0	0	0	0
4:45 PM	0	0	0	0	0	3	178	6	0	0	6	6	0	0	0	0
5:00 PM	0	0	0	0	0	4	175	5	0	0	3	8	0	0	0	0
5:15 PM	0	0	0	0	0	5	173	5	0	0	4	7	0	0	0	0
5:30 PM	0	0	0	0	0	3	172	4	0	0	3	6	0	0	0	0
5:45 PM	0	0	0	0	0	3	168	4	0	0	4	5	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**14**	**546**	**26**	**0**	**0**	**27**	**28**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.98**				**0.86**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.8%**	**7.7%**	**0.0%**	**0.0%**	**0.0%**	**10.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**14**	**732**	**21**	**0**	**0**	**26**	**26**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.95**				**0.93**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 2
Location:	Brockton, MA
Street 1:	Warren Avenue
Street 2:	Green Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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HEAVY VEHICLES

	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	6	2	0	0	0	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0

	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.75**				**0.38**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Warren Avenue Northbound				Warren Avenue Southbound				Green Street Eastbound				Green Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.81**				**0.25**				**0.00**			

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 2
Location:	Brockton, MA
Street 1:	Warren Avenue
Street 2:	Green Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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PEDESTRIANS & BICYCLES

	Warren Avenue Northbound					Warren Avenue Southbound					Green Street Eastbound					Green Street Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	3		0	0	0	7		0	0	0	2		0	0	0	5	
7:15 AM	0	0	0	1		0	0	0	3		0	0	0	1		0	0	0	3	
7:30 AM	0	0	0	2		0	0	0	5		0	0	0	3		0	0	0	7	
7:45 AM	0	0	0	5		0	0	0	7		0	0	0	0		0	0	0	10	
8:00 AM	0	0	0	3		0	0	0	5		0	0	0	2		0	0	0	8	
8:15 AM	0	0	0	4		0	0	0	4		0	0	0	1		0	0	0	7	
8:30 AM	0	0	0	3		0	0	0	3		0	0	0	2		0	0	0	6	
8:45 AM	0	0	0	5		0	0	0	3		0	0	0	0		0	0	0	5	

	Warren Avenue Northbound					Warren Avenue Southbound					Green Street Eastbound					Green Street Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
4:00 PM	0	0	0	5		0	0	0	4		0	0	0	1		0	0	0	9	
4:15 PM	0	0	0	6		0	0	0	5		0	0	0	2		0	0	0	8	
4:30 PM	0	0	0	8		0	0	0	6		0	0	0	0		0	0	0	12	
4:45 PM	0	0	0	7		0	0	0	8		0	0	0	1		0	0	0	9	
5:00 PM	0	0	0	9		0	0	0	7		0	0	0	1		0	0	0	10	
5:15 PM	0	0	0	6		0	0	0	7		0	0	0	2		0	0	0	8	
5:30 PM	0	0	0	7		0	0	0	6		0	0	0	0		0	0	0	9	
5:45 PM	0	0	0	5		0	0	0	7		0	0	0	0		0	0	0	8	

AM PEAK HOUR[1]	Warren Avenue Northbound					Warren Avenue Southbound					Green Street Eastbound					Green Street Westbound				
8:00 AM																				
to	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
9:00 AM	0	0	0	15		0	0	0	15		0	0	0	5		0	0	0	26	

PM PEAK HOUR[1]	Warren Avenue Northbound					Warren Avenue Southbound					Green Street Eastbound					Green Street Westbound				
4:00 PM																				
to	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
5:00 PM	0	0	0	26		0	0	0	23		0	0	0	4		0	0	0	38	

[1] *Peak hours corresponds to vehicular peak hours.*

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 3
Location:	Brockton, MA
Street 1:	N Main Street
Street 2:	Spring Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

BOSTON TRAFFIC DATA
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PASSENGER CARS & HEAVY VEHICLES COMBINED

	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	17	87	0	0	0	25	17	0	0	0	0	0	0	1	0
7:15 AM	0	19	91	1	0	0	27	18	0	0	0	0	0	0	0	1
7:30 AM	0	15	123	0	0	0	31	23	0	0	0	0	0	0	0	0
7:45 AM	0	12	139	0	0	1	35	26	0	0	0	0	0	0	0	0
8:00 AM	0	14	126	1	0	0	37	28	0	0	0	0	0	0	0	0
8:15 AM	0	16	107	0	0	0	40	30	0	0	0	0	0	0	0	1
8:30 AM	0	15	102	0	0	0	38	27	0	0	0	0	0	1	0	0
8:45 AM	0	13	96	0	0	0	36	25	0	0	0	0	0	0	0	0

	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	19	133	0	0	0	56	47	0	0	0	0	0	0	0	0
4:15 PM	0	21	137	1	0	0	58	49	0	0	0	0	0	0	0	0
4:30 PM	0	20	124	0	0	0	54	50	0	0	0	0	0	0	0	0
4:45 PM	0	18	109	0	0	0	52	52	0	0	0	0	0	0	0	1
5:00 PM	0	21	121	1	0	1	53	49	0	0	0	0	0	1	0	1
5:15 PM	0	23	132	0	0	1	51	48	0	0	0	0	0	0	1	1
5:30 PM	0	22	130	0	1	0	50	46	0	0	0	0	0	0	0	0
5:45 PM	0	21	127	0	0	0	48	44	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**57**	**495**	**1**	**0**	**1**	**143**	**107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	**0.92**				**0.90**				**0.00**				**0.25**			
HV %	**0.0%**	**10.5%**	**3.0%**	**0.0%**	**0.0%**	**0.0%**	**7.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**78**	**503**	**1**	**0**	**0**	**220**	**198**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	**0.92**				**0.98**				**0.00**				**0.25**			
HV %	**0.0%**	**5.1%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**2.7%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 3
Location:	Brockton, MA
Street 1:	N Main Street
Street 2:	Spring Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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HEAVY VEHICLES

	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	3	0	0	0	3	1	0	0	0	0	0	0	0	0
7:30 AM	0	2	4	0	0	0	2	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	4	0	0	0	3	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	5	0	0	0	2	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	5	0	0	0	2	0	0	0	0	0	0	0	0	0

	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	3	0	0	0	2	1	0	0	0	0	0	0	0	0
5:00 PM	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**6**	**15**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.88**				**0.83**				**0.00**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	N Main Street Northbound				N Main Street Southbound				Spring Street Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**4**	**10**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.88**				**0.58**				**0.00**				**0.00**			

Client:	Sam Offei-Addo, PE, PTOE
Project #:	342_008_BSC
BTD #:	Location 3
Location:	Brockton, MA
Street 1:	N Main Street
Street 2:	Spring Street
Count Date:	3/7/2019
Day of Week:	Thursday
Weather:	Mostly Sunny, 25°F

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PEDESTRIANS & BICYCLES

	N Main Street Northbound					N Main Street Southbound					Spring Street Eastbound					Driveway Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	1		0	0	0	1		0	0	0	5		0	0	0	1	
7:15 AM	0	0	0	0		0	0	0	0		0	0	0	8		0	0	0	3	
7:30 AM	0	0	0	1		0	0	0	0		0	0	0	5		0	0	0	2	
7:45 AM	0	0	0	1		0	0	0	1		0	0	0	6		0	0	0	2	
8:00 AM	0	0	0	0		0	0	0	1		0	0	0	5		0	0	0	3	
8:15 AM	0	0	0	0		0	0	0	0		0	0	0	6		0	0	0	5	
8:30 AM	0	0	0	1		0	0	0	0		0	0	0	4		0	0	0	4	
8:45 AM	0	0	0	0		0	0	0	1		0	0	0	5		0	0	0	3	

	N Main Street Northbound					N Main Street Southbound					Spring Street Eastbound					Driveway Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
4:00 PM	0	0	0	1		0	0	0	0		0	0	0	7		0	0	0	4	
4:15 PM	0	0	0	0		0	0	0	1		0	0	0	6		0	0	0	3	
4:30 PM	0	0	0	1		0	0	0	1		0	0	0	7		0	0	0	4	
4:45 PM	0	0	0	1		0	0	0	0		0	0	0	13		0	0	0	3	
5:00 PM	0	0	0	0		0	0	0	0		0	0	0	9		0	0	0	6	
5:15 PM	0	0	0	0		0	0	0	1		0	0	0	8		0	0	0	7	
5:30 PM	0	0	0	1		0	0	0	3		0	0	0	11		0	0	0	7	
5:45 PM	0	0	0	1		0	0	0	0		0	0	0	13		0	0	0	5	

AM PEAK HOUR[1]	N Main Street Northbound					N Main Street Southbound					Spring Street Eastbound					Driveway Westbound				
7:30 AM																				
to	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
8:30 AM	0	0	0	2		0	0	0	2		0	0	0	22		0	0	0	12	

PM PEAK HOUR[1]	N Main Street Northbound					N Main Street Southbound					Spring Street Eastbound					Driveway Westbound				
4:00 PM																				
to	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
5:00 PM	0	0	0	3		0	0	0	2		0	0	0	33		0	0	0	14	

[1] *Peak hours corresponds to vehicular peak hours.*

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
SB

186458 A Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	103	10	0	1	0	0	0	0	0	0	0	0	114
01:00	3	61	12	0	2	0	1	0	0	0	0	0	0	79
02:00	0	39	1	0	1	0	0	0	0	0	0	0	0	41
03:00	1	36	5	0	4	0	0	0	0	0	0	0	0	46
04:00	1	43	10	1	3	2	0	0	0	0	0	0	0	60
05:00	2	155	32	0	12	1	0	0	0	0	0	0	0	202
06:00	4	330	67	10	20	2	1	0	1	0	0	0	1	436
07:00	11	493	94	17	25	2	0	5	1	0	0	0	0	648
08:00	13	688	102	11	27	2	3	3	1	0	1	0	2	853
09:00	17	616	88	5	25	3	2	4	1	0	0	0	0	761
10:00	10	552	79	7	14	2	1	3	0	0	2	0	2	672
11:00	21	659	84	10	14	6	2	0	1	1	0	0	0	798
12 PM	18	676	80	4	21	4	0	3	2	0	1	0	1	810
13:00	18	659	85	9	26	4	0	4	0	0	0	0	1	806
14:00	18	665	81	13	15	3	2	2	0	0	2	0	0	801
15:00	10	696	82	14	21	5	1	6	1	2	0	0	0	838
16:00	25	742	84	15	13	2	1	4	3	2	5	0	1	897
17:00	15	823	86	8	19	9	2	6	1	1	0	1	0	971
18:00	19	656	70	5	18	2	2	5	0	1	0	0	0	778
19:00	6	585	63	3	21	1	3	0	2	0	0	0	0	684
20:00	11	467	54	3	7	0	1	0	1	0	0	0	0	544
21:00	1	388	36	0	4	1	0	2	0	0	0	0	0	432
22:00	2	224	15	1	3	0	0	1	0	0	0	0	0	246
23:00	2	188	14	2	2	0	2	0	0	0	0	0	0	210
Total	228	10544	1334	138	318	51	24	48	15	7	11	1	8	12727
Percent	1.8%	82.8%	10.5%	1.1%	2.5%	0.4%	0.2%	0.4%	0.1%	0.1%	0.1%	0.0%	0.1%	
AM Peak	11:00	08:00	08:00	07:00	08:00	11:00	08:00	07:00	06:00	11:00	10:00		08:00	08:00
Vol.	21	688	102	17	27	6	3	5	1	1	2		2	853
PM Peak	16:00	17:00	17:00	16:00	13:00	17:00	19:00	15:00	16:00	15:00	16:00	17:00	12:00	17:00
Vol.	25	823	86	15	26	9	3	6	3	2	5	1	1	971

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
SB

186458 A Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	117	6	0	0	0	0	0	0	0	0	0	0	123
01:00	1	71	10	0	7	0	0	0	0	0	0	0	0	89
02:00	1	37	7	0	0	0	0	0	0	0	0	0	0	45
03:00	0	39	5	0	2	1	0	0	0	0	0	0	0	47
04:00	2	60	11	1	1	1	0	1	2	0	0	0	0	79
05:00	0	140	31	0	7	2	0	0	1	0	0	0	0	181
06:00	3	339	76	8	18	1	2	0	0	0	0	0	0	447
07:00	16	530	93	9	24	5	0	3	1	0	1	0	0	682
08:00	10	635	96	22	30	3	2	1	3	0	0	1	0	803
09:00	11	612	79	8	19	2	2	4	1	0	1	0	0	739
10:00	13	635	85	11	23	3	2	5	0	0	0	0	0	777
11:00	11	616	91	13	24	5	3	4	3	0	1	0	0	771
12 PM	10	671	102	14	19	4	2	2	2	0	2	0	1	829
13:00	13	766	100	12	22	2	1	0	1	0	1	0	1	919
14:00	18	672	98	10	28	4	1	5	0	0	0	0	1	837
15:00	22	766	93	13	26	3	3	4	2	0	0	0	0	932
16:00	18	415	49	9	15	2	1	2	0	1	1	1	0	514
17:00	12	770	93	9	14	4	3	1	1	0	0	0	0	907
18:00	13	649	97	10	14	1	1	3	0	1	1	0	2	792
19:00	13	563	65	4	11	4	2	2	2	1	2	0	0	669
20:00	9	480	50	3	7	0	1	0	0	0	1	0	0	551
21:00	5	372	43	0	3	0	0	0	0	0	0	0	1	424
22:00	4	257	23	2	3	0	0	0	0	0	0	0	0	289
23:00	2	206	19	0	1	1	0	0	0	0	0	0	0	229
Total	207	10418	1422	158	318	48	26	37	19	3	11	2	6	12675
Percent	1.6%	82.2%	11.2%	1.2%	2.5%	0.4%	0.2%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	08:00	07:00	11:00	10:00	08:00		07:00	08:00		08:00
Vol.	16	635	96	22	30	5	3	5	3		1	1		803
PM Peak	15:00	17:00	12:00	12:00	14:00	12:00	15:00	14:00	12:00	16:00	12:00	16:00	18:00	15:00
Vol.	22	770	102	14	28	4	3	5	2	1	2	1	2	932

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
SB

186458 A Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	2	29	55	23	5	0	0	0	0	0	0	0	0	114	26	22
01:00	2	26	33	17	1	0	0	0	0	0	0	0	0	79	25	21
02:00	0	6	23	11	0	0	**1**	0	0	0	0	0	0	41	26	23
03:00	0	8	27	10	1	0	0	0	0	0	0	0	0	46	26	22
04:00	1	14	30	12	3	0	0	0	0	0	0	0	0	60	26	22
05:00	10	55	90	39	6	**2**	0	0	0	0	0	0	0	202	26	21
06:00	51	124	180	71	9	1	0	0	0	0	0	0	0	436	25	20
07:00	139	205	215	**85**	4	0	0	0	0	0	0	0	0	648	23	18
08:00	192	**304**	283	67	7	0	0	0	0	0	0	0	0	**853**	23	17
09:00	**211**	255	241	47	5	2	0	0	0	0	0	0	0	761	22	17
10:00	161	176	257	71	7	0	0	0	0	0	0	0	0	672	23	18
11:00	147	272	**292**	74	**10**	2	1	0	0	0	0	0	0	798	23	18
12 PM	154	256	301	**92**	7	0	0	0	0	0	0	0	0	810	23	18
13:00	169	247	**309**	75	6	0	0	0	0	0	0	0	0	806	23	18
14:00	236	262	243	57	3	0	0	0	0	0	0	0	0	801	22	16
15:00	**272**	291	217	50	8	0	0	0	0	0	0	0	0	838	22	16
16:00	231	**364**	252	46	3	1	0	0	0	0	0	0	0	897	22	17
17:00	252	342	294	71	**10**	**2**	0	0	0	0	0	0	0	**971**	22	17
18:00	183	307	232	51	5	0	0	0	0	0	0	0	0	778	22	17
19:00	117	241	265	55	5	1	0	0	0	0	0	0	0	684	23	18
20:00	68	199	220	56	1	0	0	0	0	0	0	0	0	544	23	19
21:00	52	135	175	61	8	1	0	0	0	0	0	0	0	432	24	20
22:00	11	81	122	27	4	1	0	0	0	0	0	0	0	246	23	20
23:00	9	55	117	26	3	0	0	0	0	0	0	0	0	210	23	21
Total	2670	4254	4473	1194	121	13	2	0	0	0	0	0	0	12727		
%	21.0%	33.4%	35.1%	9.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	11:00	07:00	11:00	05:00	02:00							08:00		
Vol.	211	304	292	85	10	2	1							853		
PM Peak	15:00	16:00	13:00	12:00	17:00	17:00								17:00		
Vol.	272	364	309	92	10	2								971		

Stats

15th Percentile :	10 MPH
50th Percentile :	18 MPH
85th Percentile :	23 MPH
95th Percentile :	26 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	8727
Percent in Pace :	68.6%
Number of Vehicles > 25 MPH :	1091
Percent of Vehicles > 25 MPH :	8.6%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
SB

186458 A Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	2	27	68	25	1	0	0	0	0	0	0	0	0	123	25	22
01:00	2	20	50	14	1	**2**	0	0	0	0	0	0	0	89	25	22
02:00	4	11	23	5	1	1	0	0	0	0	0	0	0	45	24	21
03:00	2	15	20	9	1	0	0	0	0	0	0	0	0	47	25	21
04:00	1	21	35	16	6	0	0	0	0	0	0	0	0	79	27	22
05:00	13	39	92	34	3	0	0	0	0	0	0	0	0	181	25	21
06:00	55	100	202	77	11	2	0	0	0	0	0	0	0	447	25	20
07:00	109	195	273	85	**18**	1	**1**	0	0	0	0	0	0	682	24	19
08:00	172	252	291	77	9	2	0	0	0	0	0	0	0	**803**	23	18
09:00	109	227	**301**	90	11	0	1	0	0	0	0	0	0	739	23	19
10:00	128	240	301	**96**	10	1	1	0	0	0	0	0	0	777	23	19
11:00	**228**	**265**	220	52	5	1	0	0	0	0	0	0	0	771	22	16
12 PM	**267**	264	241	51	6	0	0	0	0	0	0	0	0	829	22	16
13:00	215	325	289	82	6	**2**	0	0	0	0	0	0	0	919	23	17
14:00	165	311	279	76	5	1	0	0	0	0	0	0	0	837	23	18
15:00	194	**344**	**316**	64	12	2	0	0	0	0	0	0	0	**932**	23	18
16:00	241	138	112	21	1	1	0	0	0	0	0	0	0	514	21	14
17:00	220	342	267	76	1	1	0	0	0	0	0	0	0	907	22	17
18:00	178	257	266	**84**	7	0	0	0	0	0	0	0	0	792	23	18
19:00	103	207	278	62	**17**	2	0	0	0	0	0	0	0	669	23	19
20:00	77	182	227	54	10	1	0	0	0	0	0	0	0	551	23	19
21:00	35	120	183	72	12	2	0	0	0	0	0	0	0	424	25	21
22:00	14	72	153	42	7	1	0	0	0	0	0	0	0	289	24	21
23:00	12	58	113	40	5	1	0	0	0	0	0	0	0	229	25	21
Total	2546	4032	4600	1304	166	24	3	0	0	0	0	0	0	12675		
%	20.1%	31.8%	36.3%	10.3%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	10:00	07:00	01:00	07:00							08:00		
Vol.	228	265	301	96	18	2	1							803		
PM Peak	12:00	15:00	15:00	18:00	19:00	13:00								15:00		
Vol.	267	344	316	84	17	2								932		

Stats

15th Percentile :	10 MPH
50th Percentile :	18 MPH
85th Percentile :	23 MPH
95th Percentile :	27 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	8632
Percent in Pace :	68.1%
Number of Vehicles > 25 MPH :	1236
Percent of Vehicles > 25 MPH :	9.8%

Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

186458 A Volume
Site Code: TBD

Start Time	A.M.	SB	P.M.												Wed 10/3/2018
12:00	35		192												
12:15	31		203												
12:30	24		230												
12:45	24	114	185	810											
01:00	25		164												
01:15	22		178												
01:30	14		227												
01:45	18	79	237	806											
02:00	10		199												
02:15	15		211												
02:30	12		199												
02:45	4	41	192	801											
03:00	10		202												
03:15	12		216												
03:30	13		188												
03:45	11	46	232	838											
04:00	13		206												
04:15	12		214												
04:30	14		235												
04:45	21	60	242	897											
05:00	33		249												
05:15	41		254												
05:30	58		246												
05:45	70	202	222	971											
06:00	66		203												
06:15	84		186												
06:30	144		192												
06:45	142	436	197	778											
07:00	130		191												
07:15	142		171												
07:30	193		165												
07:45	183	648	157	684											
08:00	234		149												
08:15	247		137												
08:30	219		124												
08:45	153	853	134	544											
09:00	219		135												
09:15	175		124												
09:30	206		103												
09:45	161	761	70	432											
10:00	147		76												
10:15	188		63												
10:30	175		59												
10:45	162	672	48	246											
11:00	208		59												
11:15	202		53												
11:30	205		55												
11:45	183	798	43	210											
Total	4710		8017												
Percent			100.0 %		0.0%		0.0%								
Day Total		12727													
Peak	07:45	-	04:45	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	883	-	991	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.894		0.975												

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Warren Avenue
north of West Elm Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

186458 A Volume
Site Code: TBD

Start Time	A.M.	SB	P.M.		Thu 10/4/2018
12:00	34		229		
12:15	36		163		
12:30	24		218		
12:45	29	123	219	829	
01:00	28		223		
01:15	20		252		
01:30	31		217		
01:45	10	89	227	919	
02:00	20		205		
02:15	10		227		
02:30	8		198		
02:45	7	45	207	837	
03:00	9		234		
03:15	14		209		
03:30	10		239		
03:45	14	47	250	932	
04:00	14		165		
04:15	19		33		
04:30	21		74		
04:45	25	79	242	514	
05:00	34		200		
05:15	30		249		
05:30	60		260		
05:45	57	181	198	907	
06:00	76		178		
06:15	96		220		
06:30	114		186		
06:45	161	447	208	792	
07:00	157		193		
07:15	174		165		
07:30	152		166		
07:45	199	682	145	669	
08:00	208		163		
08:15	222		141		
08:30	210		139		
08:45	163	803	108	551	
09:00	191		126		
09:15	141		125		
09:30	211		86		
09:45	196	739	87	424	
10:00	198		85		
10:15	196		82		
10:30	187		63		
10:45	196	777	59	289	
11:00	192		58		
11:15	194		49		
11:30	185		66		
11:45	200	771	56	229	
Total	4783		7892		
Percent			100.0 %	0.0%	0.0%
Day Total		12675			
Peak	07:45	-	04:45	- - - - - - - - - - - -	
Vol.	839	-	951	- - - - - - - - - - - -	
P.H.F.	0.945		0.914		

Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

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46 Morton Street, Framingham, MA 01702
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186458 B Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	88	20	1	1	0	0	0	0	0	0	0	0	110
01:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
02:00	0	28	9	0	2	0	0	0	0	0	0	0	0	39
03:00	1	32	6	1	0	1	0	0	0	0	0	0	0	41
04:00	0	70	20	1	4	0	0	0	0	0	0	0	0	95
05:00	2	191	76	4	22	4	0	0	0	0	1	0	0	300
06:00	0	301	107	11	36	1	0	2	0	0	0	0	0	458
07:00	8	358	90	12	29	5	1	3	2	0	2	0	0	510
08:00	3	340	86	6	27	2	0	3	2	0	1	0	0	470
09:00	3	386	70	10	23	0	0	5	1	0	0	0	0	498
10:00	4	403	91	6	26	0	0	1	0	0	0	0	0	531
11:00	9	356	77	2	14	5	0	7	1	0	0	0	0	471
12 PM	4	398	86	5	32	2	1	2	0	0	0	0	0	530
13:00	7	336	86	6	35	1	0	2	0	0	1	0	0	474
14:00	5	298	90	10	44	2	0	4	1	0	0	0	0	454
15:00	14	282	76	7	33	2	1	7	0	0	2	0	1	425
16:00	15	257	84	12	21	2	2	12	0	0	0	0	0	405
17:00	6	282	86	6	25	2	0	3	0	0	0	0	0	410
18:00	6	379	90	3	17	2	0	3	0	0	1	0	0	501
19:00	2	378	77	3	24	2	0	7	0	0	1	0	0	494
20:00	1	331	66	2	15	2	0	5	0	0	1	0	0	423
21:00	4	253	45	2	9	0	0	1	0	0	0	0	0	314
22:00	1	139	82	3	11	0	0	5	0	0	0	0	0	241
23:00	1	87	46	1	5	0	0	0	0	0	0	0	0	140
Total	96	6011	1572	114	456	35	5	72	7	0	10	0	1	8379
Percent	1.1%	71.7%	18.8%	1.4%	5.4%	0.4%	0.1%	0.9%	0.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	10:00	06:00	07:00	06:00	07:00	07:00	11:00	07:00		07:00			10:00
Vol.	9	403	107	12	36	5	1	7	2		2			531
PM Peak	16:00	12:00	14:00	16:00	14:00	12:00	16:00	16:00	14:00		15:00		15:00	12:00
Vol.	15	398	90	12	44	2	2	12	1		2		1	530

PRECISION
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Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 B Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	75	24	1	3	0	0	1	0	0	0	0	0	104
01:00	0	46	10	0	6	0	0	0	0	0	0	0	0	62
02:00	0	32	19	0	4	0	0	0	0	0	0	0	0	55
03:00	0	17	21	2	5	1	0	0	0	0	0	0	0	46
04:00	0	66	37	1	10	2	0	0	0	0	0	0	0	116
05:00	2	170	61	7	33	2	0	4	2	0	1	0	0	282
06:00	2	233	117	14	59	2	0	6	1	0	2	0	1	437
07:00	6	306	117	12	41	3	1	10	2	1	0	0	1	500
08:00	9	331	134	14	25	0	1	14	1	0	0	0	0	529
09:00	5	251	120	7	35	2	0	7	2	0	0	0	0	429
10:00	4	236	69	10	22	0	0	2	1	0	1	0	0	345
11:00	6	333	71	10	25	5	2	7	0	0	1	0	1	461
12 PM	8	321	76	9	27	3	0	7	1	1	0	0	0	453
13:00	13	335	84	8	24	5	0	2	2	1	0	0	0	474
14:00	9	220	50	5	26	4	2	2	1	0	2	0	0	321
15:00	5	263	58	5	15	3	2	6	0	0	0	1	0	358
16:00	3	332	64	7	14	1	0	5	1	0	1	0	0	428
17:00	8	274	48	6	11	1	1	5	0	0	0	0	0	354
18:00	3	419	77	5	17	3	1	5	0	0	0	0	0	530
19:00	5	381	79	4	9	0	0	6	0	1	0	0	0	485
20:00	4	339	58	1	6	1	1	4	0	0	1	0	0	415
21:00	1	274	51	2	6	0	0	0	0	0	0	0	0	334
22:00	0	112	116	3	8	0	0	4	0	0	0	0	0	243
23:00	0	56	100	0	7	0	0	0	0	0	0	0	0	163
Total	93	5422	1661	133	438	38	11	97	14	4	9	1	3	7924
Percent	1.2%	68.4%	21.0%	1.7%	5.5%	0.5%	0.1%	1.2%	0.2%	0.1%	0.1%	0.0%	0.0%	
AM Peak	08:00	11:00	08:00	06:00	06:00	11:00	11:00	08:00	05:00	07:00	06:00		06:00	08:00
Vol.	9	333	134	14	59	5	2	14	2	1	2		1	529
PM Peak	13:00	18:00	22:00	12:00	12:00	13:00	14:00	12:00	13:00	12:00	14:00	15:00		18:00
Vol.	13	419	116	9	27	5	2	7	2	1	2	1		530

PRECISION
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Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 B Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	0	9	39	45	13	4	0	0	0	0	0	0	0	110	29	25
01:00	3	0	13	22	5	1	0	**1**	0	0	0	0	0	45	29	25
02:00	0	4	12	17	5	0	1	0	0	0	0	0	0	39	29	25
03:00	0	2	10	20	6	2	1	0	0	0	0	0	0	41	31	27
04:00	1	3	27	41	16	6	1	0	0	0	0	0	0	95	31	27
05:00	9	32	107	102	**38**	**8**	**4**	0	0	0	0	0	0	300	29	25
06:00	53	67	145	**150**	36	5	2	0	0	0	0	0	0	458	28	22
07:00	137	122	**154**	77	16	4	0	0	0	0	0	0	0	510	25	18
08:00	94	150	153	57	15	0	1	0	0	0	0	0	0	470	24	18
09:00	143	161	142	47	4	1	0	0	0	0	0	0	0	498	23	17
10:00	137	**204**	151	32	5	2	0	0	0	0	0	0	0	**531**	22	17
11:00	**217**	141	93	17	2	0	0	1	0	0	0	0	0	471	21	14
12 PM	177	**158**	143	45	6	1	0	0	0	0	0	0	0	**530**	23	16
13:00	210	152	85	24	3	0	0	0	0	0	0	0	0	474	21	14
14:00	175	132	101	38	6	2	0	0	0	0	0	0	0	454	22	16
15:00	**242**	101	65	16	1	0	0	0	0	0	0	0	0	425	20	13
16:00	204	116	59	21	5	0	0	0	0	0	0	0	0	405	21	14
17:00	193	87	94	31	5	0	0	0	0	0	0	0	0	410	22	15
18:00	123	125	161	71	18	3	0	0	0	0	0	0	0	501	25	18
19:00	76	109	**191**	94	19	5	0	0	0	0	0	0	0	494	26	20
20:00	35	85	165	100	33	5	0	0	0	0	0	0	0	423	27	22
21:00	13	39	121	**103**	34	2	2	0	0	0	0	0	0	314	28	24
22:00	7	10	71	98	37	**13**	**3**	**2**	0	0	0	0	0	241	31	26
23:00	1	5	22	54	**44**	9	3	2	0	0	0	0	0	140	33	29
Total	2250	2014	2324	1322	372	73	18	6	0	0	0	0	0	8379		
%	26.9%	24.0%	27.7%	15.8%	4.4%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	07:00	06:00	05:00	05:00	05:00	01:00						10:00		
Vol.	217	204	154	150	38	8	4	1						531		
PM Peak	15:00	12:00	19:00	21:00	23:00	22:00	22:00	22:00						12:00		
Vol.	242	158	191	103	44	13	3	2						530		

Stats

15th Percentile :	7 MPH
50th Percentile :	18 MPH
85th Percentile :	26 MPH
95th Percentile :	29 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	4338
Percent in Pace :	51.8%
Number of Vehicles > 25 MPH :	1527
Percent of Vehicles > 25 MPH :	18.2%

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 B Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	0	4	33	41	20	4	2	0	0	0	0	0	0	104	31	27
01:00	0	3	17	22	19	1	0	0	0	0	0	0	0	62	31	27
02:00	1	1	7	29	14	2	1	0	0	0	0	0	0	55	32	28
03:00	0	1	9	24	9	1	2	0	0	0	0	0	0	46	31	28
04:00	1	2	23	48	32	5	4	1	0	0	0	0	0	116	32	28
05:00	8	13	66	112	51	**25**	**5**	**2**	0	0	0	0	0	282	32	27
06:00	54	62	113	**138**	**60**	9	0	1	0	0	0	0	0	437	29	23
07:00	117	124	**144**	76	28	8	3	0	0	0	0	0	0	500	26	19
08:00	149	**175**	128	64	12	1	0	0	0	0	0	0	0	**529**	23	17
09:00	160	109	100	53	5	2	0	0	0	0	0	0	0	429	23	16
10:00	148	74	83	30	9	1	0	0	0	0	0	0	0	345	23	15
11:00	**225**	133	75	24	4	0	0	0	0	0	0	0	0	461	21	14
12 PM	**220**	144	63	20	5	1	0	0	0	0	0	0	0	453	20	14
13:00	196	127	105	40	4	2	0	0	0	0	0	0	0	474	22	15
14:00	218	59	35	8	0	1	0	0	0	0	0	0	0	321	18	11
15:00	211	88	42	11	5	1	0	0	0	0	0	0	0	358	19	13
16:00	205	120	74	24	4	1	0	0	0	0	0	0	0	428	21	14
17:00	156	102	69	22	5	0	0	0	0	0	0	0	0	354	22	15
18:00	142	**149**	159	66	11	3	0	0	0	0	0	0	0	**530**	24	18
19:00	92	120	153	88	27	3	2	0	0	0	0	0	0	485	26	20
20:00	37	88	**168**	90	25	7	0	0	0	0	0	0	0	415	27	22
21:00	19	54	117	**109**	26	8	1	0	0	0	0	0	0	334	28	23
22:00	4	14	81	84	44	14	2	0	0	0	0	0	0	243	31	26
23:00	2	7	34	45	**52**	**16**	**5**	0	**1**	0	0	**1**	0	163	33	29
Total	2365	1773	1898	1268	471	116	27	4	1	0	0	1	0	7924		
%	29.8%	22.4%	24.0%	16.0%	5.9%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	07:00	06:00	06:00	05:00	05:00	05:00						08:00		
Vol.	225	175	144	138	60	25	5	2						529		
PM Peak	12:00	18:00	20:00	21:00	23:00	23:00	23:00		23:00			23:00		18:00		
Vol.	220	149	168	109	52	16	5		1			1		530		

Stats

15th Percentile :	7 MPH
50th Percentile :	18 MPH
85th Percentile :	26 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	3671
Percent in Pace :	46.3%
Number of Vehicles > 25 MPH :	1634
Percent of Vehicles > 25 MPH :	20.6%

Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

186458 B Volume
Site Code: TBD

Start Time	A.M.	NB	P.M.		Wed 10/3/2018
12:00	37		112		
12:15	36		142		
12:30	21		130		
12:45	16	110	146	530	
01:00	14		96		
01:15	12		136		
01:30	9		105		
01:45	10	45	137	474	
02:00	9		109		
02:15	11		117		
02:30	11		133		
02:45	8	39	95	454	
03:00	14		114		
03:15	9		130		
03:30	11		78		
03:45	7	41	103	425	
04:00	18		121		
04:15	14		110		
04:30	31		83		
04:45	32	95	91	405	
05:00	51		84		
05:15	66		81		
05:30	96		114		
05:45	87	300	131	410	
06:00	98		114		
06:15	124		152		
06:30	116		121		
06:45	120	458	114	501	
07:00	107		126		
07:15	128		127		
07:30	127		128		
07:45	148	510	113	494	
08:00	104		138		
08:15	136		119		
08:30	118		84		
08:45	112	470	82	423	
09:00	108		89		
09:15	124		84		
09:30	138		86		
09:45	128	498	55	314	
10:00	124		64		
10:15	120		55		
10:30	148		64		
10:45	139	531	58	241	
11:00	111		48		
11:15	141		39		
11:30	102		30		
11:45	117	471	23	140	
Total	3568		4811		
Percent			100.0 %	0.0%	0.0%
Day Total		8379			
Peak	10:30	-	12:00	-	
Vol.	539	-	530	-	
P.H.F.	0.910		0.908		

Main Street
between Green Street and Legion Parkway
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

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186458 B Volume
Site Code: TBD

Start Time	A.M.	NB	P.M.		Thu 10/4/2018
12:00	26		101		
12:15	29		112		
12:30	21		129		
12:45	28	104	111	453	
01:00	19		133		
01:15	16		114		
01:30	12		108		
01:45	15	62	119	474	
02:00	16		90		
02:15	13		56		
02:30	15		85		
02:45	11	55	90	321	
03:00	6		98		
03:15	16		71		
03:30	11		95		
03:45	13	46	94	358	
04:00	17		60		
04:15	27		133		
04:30	27		128		
04:45	45	116	107	428	
05:00	50		69		
05:15	65		80		
05:30	92		91		
05:45	75	282	114	354	
06:00	93		143		
06:15	115		136		
06:30	121		139		
06:45	108	437	112	530	
07:00	110		128		
07:15	111		123		
07:30	140		122		
07:45	139	500	112	485	
08:00	141		121		
08:15	151		98		
08:30	121		87		
08:45	116	529	109	415	
09:00	118		88		
09:15	109		102		
09:30	114		77		
09:45	88	429	67	334	
10:00	126		60		
10:15	98		72		
10:30	26		57		
10:45	95	345	54	243	
11:00	93		39		
11:15	136		48		
11:30	133		39		
11:45	99	461	37	163	
Total	3366		4558		
Percent			100.0 %	0.0%	0.0%
Day Total		7924			
Peak	07:30	-	05:45	-	
Vol.	571	-	532	-	
P.H.F.	0.945		0.930		

PRECISION
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INDUSTRIES, LLC
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Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 C Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	21	1	0	0	0	0	0	0	0	0	0	0	22
01:00	0	17	2	0	0	0	0	1	0	0	0	0	0	20
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
04:00	0	18	2	1	0	0	0	0	0	0	0	0	0	21
05:00	0	40	6	0	2	1	0	0	0	0	0	0	0	49
06:00	2	128	18	8	8	0	0	0	1	0	0	0	0	165
07:00	10	201	28	9	16	0	0	0	1	0	0	0	0	265
08:00	5	249	24	4	7	1	0	0	1	0	0	0	0	291
09:00	6	223	27	2	15	1	0	0	0	0	0	0	0	274
10:00	8	209	32	3	9	1	0	0	0	0	0	0	0	262
11:00	6	215	21	1	12	2	0	2	0	0	0	0	0	259
12 PM	5	198	28	4	8	2	0	1	0	0	0	0	0	246
13:00	1	209	27	1	10	1	0	1	0	0	0	0	0	250
14:00	6	160	21	4	4	3	1	0	0	0	0	0	0	199
15:00	4	220	21	2	7	1	1	0	0	0	0	0	0	256
16:00	7	254	20	2	6	1	0	0	0	0	0	0	0	290
17:00	5	220	26	1	7	0	0	1	1	0	0	0	0	261
18:00	3	199	18	1	12	0	1	0	0	0	0	0	0	234
19:00	2	155	17	1	3	0	0	0	1	0	0	0	0	179
20:00	0	123	15	0	4	0	0	0	0	0	0	0	0	142
21:00	2	90	9	0	3	0	0	0	0	0	0	0	0	104
22:00	1	62	6	0	1	0	0	0	0	0	0	0	0	70
23:00	0	56	5	3	1	0	0	0	0	0	0	0	0	65
Total	73	3282	377	47	137	14	3	6	5	0	0	0	0	3944
Percent	1.9%	83.2%	9.6%	1.2%	3.5%	0.4%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	10:00	07:00	07:00	11:00		11:00	06:00					08:00
Vol.	10	249	32	9	16	2		2	1					291
PM Peak	16:00	16:00	12:00	12:00	18:00	14:00	14:00	12:00	17:00					16:00
Vol.	7	254	28	4	12	3	1	1	1					290

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 C Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	27	1	0	0	0	0	0	0	0	0	0	0	28
01:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	15	0	0	1	0	0	0	0	0	0	0	0	16
04:00	1	18	2	0	0	0	0	0	2	0	0	0	0	23
05:00	0	36	6	1	2	0	0	0	0	0	0	0	0	45
06:00	3	121	19	6	12	2	0	0	1	0	0	0	0	164
07:00	13	188	26	5	10	2	0	0	0	0	0	0	0	244
08:00	8	242	28	5	15	3	0	0	0	0	0	0	0	301
09:00	5	211	27	2	7	0	0	0	1	0	0	0	0	253
10:00	1	233	34	5	5	1	0	0	1	0	0	0	0	280
11:00	5	201	17	4	13	0	0	0	0	0	0	0	0	240
12 PM	8	150	28	3	3	0	0	0	0	0	0	0	0	192
13:00	7	214	27	7	9	1	0	0	2	0	0	0	0	267
14:00	10	163	17	7	9	3	0	2	0	0	0	0	0	211
15:00	5	186	12	4	8	3	0	0	0	0	0	0	0	218
16:00	0	115	11	0	5	2	0	0	0	0	0	0	0	133
17:00	2	194	20	2	4	1	0	1	0	0	0	0	0	224
18:00	4	184	23	2	9	0	1	0	0	0	0	0	0	223
19:00	2	178	12	0	7	0	0	0	1	0	0	0	0	200
20:00	1	112	12	0	5	0	0	0	0	0	0	0	0	130
21:00	1	92	9	0	4	0	0	0	0	0	0	0	0	106
22:00	2	83	2	1	1	0	0	0	0	0	0	0	0	89
23:00	0	78	3	0	0	0	0	0	0	0	0	0	0	81
Total	78	3069	338	54	129	18	1	3	8	0	0	0	0	3698
Percent	2.1%	83.0%	9.1%	1.5%	3.5%	0.5%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	10:00	06:00	08:00	08:00			04:00					08:00
Vol.	13	242	34	6	15	3			2					301
PM Peak	14:00	13:00	12:00	13:00	13:00	14:00	18:00	14:00	13:00					13:00
Vol.	10	214	28	7	9	3	1	2	2					267

PRECISION
D A T A
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Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 C Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	14	5	1	2	0	0	0	0	0	0	0	0	22
01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
02:00	0	2	7	0	0	0	0	0	0	0	0	0	0	9
03:00	1	6	4	0	1	0	0	0	0	0	0	0	0	12
04:00	0	8	3	2	1	0	0	0	0	0	0	0	0	14
05:00	1	51	17	3	7	2	0	0	0	0	0	0	0	81
06:00	1	122	33	7	9	3	0	0	0	0	0	0	0	175
07:00	3	178	55	8	18	2	0	1	0	0	0	0	0	265
08:00	3	171	41	9	11	3	1	0	0	0	0	0	0	239
09:00	4	146	47	9	20	2	0	0	0	0	0	0	0	228
10:00	2	147	55	6	15	1	0	1	0	0	0	0	0	227
11:00	3	161	64	4	16	1	0	1	0	0	0	0	0	250
12 PM	5	178	52	2	16	3	0	0	0	0	0	0	0	256
13:00	1	185	45	8	11	1	0	1	0	0	0	0	0	252
14:00	2	132	33	4	5	0	0	0	0	0	0	0	0	176
15:00	4	205	56	6	15	1	0	0	0	0	0	0	0	287
16:00	3	208	29	4	8	1	0	1	0	0	0	0	0	254
17:00	3	196	35	5	5	1	0	0	0	0	0	0	0	245
18:00	1	194	42	2	18	1	0	0	0	0	0	0	0	258
19:00	0	132	38	1	12	0	0	0	0	0	0	0	0	183
20:00	1	130	31	7	8	0	0	1	0	0	0	0	0	178
21:00	1	77	16	0	3	0	0	0	0	0	0	0	0	97
22:00	2	55	15	3	3	0	0	0	0	0	0	0	0	78
23:00	0	26	7	1	0	0	0	0	0	0	0	0	0	34
Total	41	2734	735	92	204	22	1	6	0	0	0	0	0	3835
Percent	1.1%	71.3%	19.2%	2.4%	5.3%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	11:00	08:00	09:00	06:00	08:00	07:00						07:00
Vol.	4	178	64	9	20	3	1	1						265
PM Peak	12:00	16:00	15:00	13:00	18:00	12:00		13:00						15:00
Vol.	5	208	56	8	18	3		1						287

PRECISION
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Centre Street
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186458 C Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	12	5	1	2	0	0	0	0	0	0	0	0	20
01:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
04:00	0	9	3	1	0	0	0	0	0	0	0	0	0	13
05:00	0	49	17	4	4	0	0	0	0	0	0	0	0	74
06:00	1	109	31	8	10	1	0	0	1	0	0	0	0	161
07:00	4	165	43	5	9	2	1	3	0	0	0	0	0	232
08:00	4	141	41	12	20	2	0	2	0	0	0	0	0	222
09:00	5	160	52	9	9	0	0	1	0	0	0	0	0	236
10:00	1	150	57	10	19	0	0	0	0	0	0	0	0	237
11:00	4	159	44	4	16	0	0	1	0	0	0	0	0	228
12 PM	3	157	37	3	13	1	0	0	0	0	0	0	0	214
13:00	5	178	47	5	17	0	0	1	0	0	0	0	0	253
14:00	6	146	31	11	14	1	0	0	0	0	0	0	0	209
15:00	6	145	35	4	11	0	0	1	0	1	0	0	0	203
16:00	2	178	46	2	14	0	0	0	0	0	0	0	0	242
17:00	4	205	34	3	10	0	0	1	0	0	0	0	0	257
18:00	2	180	54	4	9	0	0	0	0	0	0	0	0	249
19:00	5	137	52	3	8	0	0	0	0	0	0	0	0	205
20:00	1	97	28	5	9	1	0	0	0	0	0	0	0	141
21:00	0	72	21	1	2	0	0	0	0	0	0	0	0	96
22:00	1	51	9	1	2	0	0	0	0	0	0	0	0	64
23:00	1	39	12	1	2	0	0	0	0	0	0	0	0	55
Total	55	2564	712	97	201	8	1	10	1	1	0	0	0	3650
Percent	1.5%	70.2%	19.5%	2.7%	5.5%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	10:00	08:00	08:00	07:00	07:00	07:00	06:00					10:00
Vol.	5	165	57	12	20	2	1	3	1					237
PM Peak	14:00	17:00	18:00	14:00	13:00	12:00		13:00		15:00				17:00
Vol.	6	205	54	11	17	1		1		1				257

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 C Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	0	1	3	9	8	1	0	0	0	0	0	0	0	22	32	28
01:00	1	0	7	9	3	0	0	0	0	0	0	0	0	20	29	25
02:00	2	1	0	4	2	1	0	0	0	0	0	0	0	10	32	24
03:00	0	1	3	5	1	0	0	0	0	0	0	0	0	10	28	25
04:00	0	1	6	10	4	0	0	0	0	0	0	0	0	21	30	26
05:00	0	1	12	24	11	1	0	0	0	0	0	0	0	49	31	27
06:00	7	20	50	70	**18**	0	0	0	0	0	0	0	0	165	28	24
07:00	33	57	101	65	8	1	0	0	0	0	0	0	0	265	26	21
08:00	32	55	109	**79**	13	1	**1**	0	0	0	0	0	**1**	**291**	27	21
09:00	16	49	**128**	64	13	2	1	0	0	**1**	0	0	0	274	27	22
10:00	18	**59**	107	62	12	**4**	0	0	0	0	0	0	0	262	27	22
11:00	**36**	53	108	56	5	1	0	0	0	0	0	0	0	259	26	20
12 PM	22	40	103	**72**	8	0	0	0	**1**	0	0	0	0	246	27	22
13:00	25	68	**108**	41	7	1	0	0	0	0	0	0	0	250	25	20
14:00	67	45	56	24	7	0	0	0	0	0	0	0	0	199	24	17
15:00	**80**	**81**	66	25	3	1	0	0	0	0	0	0	0	256	23	17
16:00	66	76	107	38	3	0	0	0	0	0	0	0	0	**290**	23	18
17:00	56	76	90	30	7	1	0	**1**	0	0	0	0	0	261	23	18
18:00	24	51	102	51	5	1	0	0	0	0	0	0	0	234	26	21
19:00	15	13	94	49	7	1	0	0	0	0	0	0	0	179	27	22
20:00	0	10	59	61	11	1	0	0	0	0	0	0	0	142	28	25
21:00	1	14	36	42	8	**2**	0	1	0	0	0	0	0	104	28	25
22:00	1	2	17	40	8	2	0	0	0	0	0	0	0	70	28	26
23:00	0	4	14	31	**15**	1	0	0	0	0	0	0	0	65	31	27
Total	502	778	1486	961	187	23	2	2	1	1	0	0	1	3944		
%	12.7%	19.7%	37.7%	24.4%	4.7%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	09:00	08:00	06:00	10:00	08:00			09:00			08:00	08:00		
Vol.	36	59	128	79	18	4	1			1			1	291		
PM Peak	15:00	15:00	13:00	12:00	23:00	21:00		17:00	12:00					16:00		
Vol.	80	81	108	72	15	2		1	1					290		

Stats

15th Percentile :	14 MPH
50th Percentile :	21 MPH
85th Percentile :	27 MPH
95th Percentile :	29 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	2447
Percent in Pace :	62.0%
Number of Vehicles > 25 MPH :	986
Percent of Vehicles > 25 MPH :	25.0%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 C Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	0	0	5	19	2	**2**	0	0	0	0	0	0	0	28	28	27
01:00	0	1	10	10	2	2	0	0	0	0	0	0	0	25	29	26
02:00	0	1	1	2	0	1	0	0	0	0	0	0	0	5	35	26
03:00	0	0	3	8	5	0	0	0	0	0	0	0	0	16	31	28
04:00	0	1	5	15	2	0	0	0	0	0	0	0	0	23	28	26
05:00	1	1	17	19	6	1	0	0	0	0	0	0	0	45	29	25
06:00	26	27	46	54	10	0	0	0	0	**1**	0	0	0	164	27	21
07:00	28	51	94	63	7	1	0	0	0	0	0	0	0	244	26	21
08:00	33	36	**132**	**89**	11	0	0	0	0	0	0	0	0	**301**	27	22
09:00	29	**56**	108	55	5	0	0	0	0	0	0	0	0	253	26	21
10:00	16	45	132	72	**14**	1	0	0	0	0	0	0	0	280	27	22
11:00	**74**	44	75	42	5	0	0	0	0	0	0	0	0	240	25	18
12 PM	59	32	64	28	8	1	0	0	0	0	0	0	0	192	25	18
13:00	35	56	107	59	8	**2**	0	0	0	0	0	0	0	**267**	26	21
14:00	57	48	71	23	9	2	**1**	0	0	0	0	0	0	211	24	18
15:00	**60**	44	83	28	3	0	0	0	0	0	0	0	0	218	23	18
16:00	25	35	46	22	4	1	0	0	0	0	0	0	0	133	25	19
17:00	34	**57**	76	41	**15**	1	0	0	0	0	0	0	0	224	26	20
18:00	10	31	**114**	53	13	2	0	0	0	0	0	0	0	223	27	23
19:00	5	30	87	**70**	6	1	0	0	0	**1**	0	0	0	200	27	23
20:00	2	15	48	55	9	1	0	0	0	0	0	0	0	130	28	24
21:00	2	8	34	45	15	2	0	0	0	0	0	0	0	106	29	25
22:00	0	1	34	44	8	2	0	0	0	0	0	0	0	89	28	26
23:00	1	2	19	42	15	2	0	0	0	0	0	0	0	81	30	27
Total	497	622	1411	958	182	25	1	0	0	2	0	0	0	3698		
%	13.4%	16.8%	38.2%	25.9%	4.9%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	08:00	08:00	10:00	00:00				06:00				08:00		
Vol.	74	56	132	89	14	2				1				301		
PM Peak	15:00	17:00	18:00	19:00	17:00	13:00	14:00			19:00				13:00		
Vol.	60	57	114	70	15	2	1			1				267		

Stats

15th Percentile :	14 MPH
50th Percentile :	21 MPH
85th Percentile :	27 MPH
95th Percentile :	29 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	2369
Percent in Pace :	64.1%
Number of Vehicles > 25 MPH :	976
Percent of Vehicles > 25 MPH :	26.4%

PRECISION
D A T A
INDUSTRIES, LLC
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Centre Street
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EB

186458 C Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	1	0	3	5	10	2	0	1	0	0	0	0	0	22	33	30
01:00	0	0	2	7	4	2	0	0	0	0	0	0	0	15	33	29
02:00	0	0	0	4	3	1	**1**	0	0	0	0	0	0	9	37	31
03:00	0	2	2	4	1	2	1	0	0	0	0	0	0	12	36	28
04:00	0	0	2	5	4	2	1	0	0	0	0	0	0	14	36	30
05:00	3	0	12	29	30	5	0	**2**	0	0	0	0	0	81	33	28
06:00	9	11	37	75	**37**	**6**	0	0	0	0	0	0	0	175	31	26
07:00	42	**49**	73	**76**	21	4	0	0	0	0	0	0	0	**265**	28	21
08:00	**63**	27	59	63	24	2	0	1	0	0	0	0	0	239	28	20
09:00	34	37	72	65	19	1	0	0	0	0	0	0	0	228	27	21
10:00	14	41	88	70	10	3	1	0	0	0	0	0	0	227	27	22
11:00	32	35	**90**	71	19	3	0	0	0	0	0	0	0	250	27	22
12 PM	63	45	71	57	19	1	0	0	0	0	0	0	0	256	27	19
13:00	48	40	84	59	17	3	1	0	0	0	0	0	0	252	27	21
14:00	104	18	26	16	11	1	0	0	0	0	0	0	0	176	24	14
15:00	47	**74**	**96**	60	9	1	0	0	0	0	0	0	0	**287**	26	20
16:00	126	49	43	27	9	0	0	0	0	0	0	0	0	254	23	15
17:00	**178**	34	19	11	2	0	1	0	0	0	0	0	0	245	18	11
18:00	32	28	83	76	**36**	2	1	0	0	0	0	0	0	258	29	23
19:00	7	13	46	75	35	**7**	0	0	0	0	0	0	0	183	31	26
20:00	10	22	41	**77**	23	5	0	0	0	0	0	0	0	178	29	24
21:00	3	1	22	34	31	5	1	0	0	0	0	0	0	97	32	27
22:00	1	2	10	36	24	3	**2**	0	0	0	0	0	0	78	32	28
23:00	1	1	4	13	12	3	0	0	0	0	0	0	0	34	33	28
Total	818	529	985	1015	410	64	10	4	0	0	0	0	0	3835		
%	21.3%	13.8%	25.7%	26.5%	10.7%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	07:00	06:00	06:00	02:00	05:00						07:00		
Vol.	63	49	90	76	37	6	1	2						265		
PM Peak	17:00	15:00	15:00	20:00	18:00	19:00	22:00							15:00		
Vol.	178	74	96	77	36	7	2							287		

Stats

15th Percentile :	9 MPH
50th Percentile :	21 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	2000
Percent in Pace :	52.2%
Number of Vehicles > 25 MPH :	1300
Percent of Vehicles > 25 MPH :	33.9%

PRECISION
D A T A
INDUSTRIES, LLC
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Centre Street
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EB

186458 C Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	0	0	1	12	5	2	0	0	0	0	0	0	0	20	32	29
01:00	0	1	2	10	3	1	**1**	0	0	0	0	0	0	18	32	28
02:00	0	0	0	8	5	1	0	0	0	0	0	0	0	14	32	30
03:00	0	0	1	3	1	1	1	0	0	0	0	0	0	7	38	31
04:00	0	2	2	4	4	1	0	0	0	0	0	0	0	13	32	27
05:00	1	0	9	29	28	5	1	0	**1**	0	0	0	0	74	33	29
06:00	1	6	32	67	**46**	**9**	0	0	0	0	0	0	0	161	32	27
07:00	**73**	36	57	58	8	0	0	0	0	0	0	0	0	232	26	18
08:00	19	31	76	**82**	10	3	1	0	0	0	0	0	0	222	27	23
09:00	51	**44**	64	62	15	0	0	0	0	0	0	0	0	236	27	20
10:00	15	33	**98**	74	16	1	0	0	0	0	0	0	0	**237**	27	23
11:00	51	37	64	46	27	3	0	0	0	0	0	0	0	228	28	20
12 PM	76	39	57	31	9	2	0	0	0	0	0	0	0	214	25	17
13:00	27	53	72	74	22	5	0	0	0	0	0	0	0	253	28	22
14:00	65	37	47	48	11	1	0	0	0	0	0	0	0	209	26	18
15:00	81	29	47	37	7	2	0	0	0	0	0	0	0	203	26	17
16:00	**144**	27	46	21	4	0	0	0	0	0	0	0	0	242	22	13
17:00	57	**56**	**94**	41	7	2	0	0	0	0	0	0	0	**257**	25	19
18:00	14	36	94	**76**	26	3	0	0	0	0	0	0	0	249	28	23
19:00	7	21	82	59	32	2	**2**	0	0	0	0	0	0	205	29	24
20:00	3	9	42	51	**33**	3	0	0	0	0	0	0	0	141	31	26
21:00	1	1	27	35	30	1	1	0	0	0	0	0	0	96	31	27
22:00	0	1	7	27	21	**8**	0	0	0	0	0	0	0	64	33	29
23:00	1	0	6	23	19	6	0	0	0	0	0	0	0	55	33	29
Total	687	499	1027	978	389	62	7	0	1	0	0	0	0	3650		
%	18.8%	13.7%	28.1%	26.8%	10.7%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	10:00	08:00	06:00	06:00	01:00		05:00					10:00		
Vol.	73	44	98	82	46	9	1		1					237		
PM Peak	16:00	17:00	17:00	18:00	20:00	22:00	19:00							17:00		
Vol.	144	56	94	76	33	8	2							257		

Stats

15th Percentile :	11 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	2005
Percent in Pace :	54.9%
Number of Vehicles > 25 MPH :	1241
Percent of Vehicles > 25 MPH :	34.0%

PRECISION
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Centre Street
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186458 C Volume
Site Code: TBD

Start Time	WB A.M.		WB P.M.		EB A.M.		EB P.M.		Combined A.M.		Combined P.M.		10/3/2018 Wed
12:00	10		69		7		63		17		132		
12:15	6		56		4		70		10		126		
12:30	5		64		9		62		14		126		
12:45	1	22	57	246	2	22	61	256	3	44	118	502	
01:00	7		64		4		63		11		127		
01:15	6		62		5		65		11		127		
01:30	2		58		4		56		6		114		
01:45	5	20	66	250	2	15	68	252	7	35	134	502	
02:00	3		57		0		52		3		109		
02:15	2		49		5		43		7		92		
02:30	2		58		2		45		4		103		
02:45	3	10	35	199	2	9	36	176	5	19	71	375	
03:00	4		56		0		74		4		130		
03:15	3		67		5		70		8		137		
03:30	3		66		2		67		5		133		
03:45	0	10	67	256	5	12	76	287	5	22	143	543	
04:00	4		72		0		72		4		144		
04:15	7		82		4		59		11		141		
04:30	5		54		3		59		8		113		
04:45	5	21	82	290	7	14	64	254	12	35	146	544	
05:00	5		70		11		68		16		138		
05:15	9		71		17		51		26		122		
05:30	15		61		28		64		43		125		
05:45	20	49	59	261	25	81	62	245	45	130	121	506	
06:00	24		69		33		69		57		138		
06:15	35		53		41		71		76		124		
06:30	51		61		57		71		108		132		
06:45	55	165	51	234	44	175	47	258	99	340	98	492	
07:00	45		41		57		41		102		82		
07:15	65		49		81		58		146		107		
07:30	75		56		67		40		142		96		
07:45	80	265	33	179	60	265	44	183	140	530	77	362	
08:00	66		41		49		65		115		106		
08:15	76		40		62		44		138		84		
08:30	76		18		58		30		134		48		
08:45	73	291	43	142	70	239	39	178	143	530	82	320	
09:00	87		24		54		21		141		45		
09:15	63		36		55		33		118		69		
09:30	67		24		61		23		128		47		
09:45	57	274	20	104	58	228	20	97	115	502	40	201	
10:00	70		19		66		20		136		39		
10:15	55		23		28		18		83		41		
10:30	78		17		70		18		148		35		
10:45	59	262	11	70	63	227	22	78	122	489	33	148	
11:00	59		23		58		13		117		36		
11:15	68		10		64		8		132		18		
11:30	59		18		72		10		131		28		
11:45	73	259	14	65	56	250	3	34	129	509	17	99	
Total	1648		2296		1537		2298		3185		4594		
Percent	51.7%		50.0%		48.3%		50.0%						
Day Total		3944				3835				7779			
Peak	08:15	-	04:00	-	07:00	-	03:00	-	08:15	-	03:30	-	-	-
Vol.	312	-	290	-	265	-	287	-	556	-	561	-	-	-
P.H.F.	0.897		0.884		0.818		0.944		0.972		0.974			

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Centre Street
west of Montello Road
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

186458 C Volume
Site Code: TBD

Start	WB				EB				Combined				10/4/2018
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Thu
12:00	6		25		5		53		11		78		
12:15	10		48		8		53		18		101		
12:30	9		52		6		50		15		102		
12:45	3	28	67	192	1	20	58	214	4	48	125	406	
01:00	7		58		2		60		9		118		
01:15	9		61		8		71		17		132		
01:30	6		77		4		57		10		134		
01:45	3	25	71	267	4	18	65	253	7	43	136	520	
02:00	0		45		2		45		2		90		
02:15	1		64		4		60		5		124		
02:30	2		45		5		54		7		99		
02:45	2	5	57	211	3	14	50	209	5	19	107	420	
03:00	5		68		1		61		6		129		
03:15	5		63		1		62		6		125		
03:30	2		37		2		29		4		66		
03:45	4	16	50	218	3	7	51	203	7	23	101	421	
04:00	8		52		2		60		10		112		
04:15	6		34		2		44		8		78		
04:30	5		11		3		74		8		85		
04:45	4	23	36	133	6	13	64	242	10	36	100	375	
05:00	6		38		11		78		17		116		
05:15	9		54		13		58		22		112		
05:30	14		59		17		67		31		126		
05:45	16	45	73	224	33	74	54	257	49	119	127	481	
06:00	22		51		29		68		51		119		
06:15	34		55		45		72		79		127		
06:30	41		69		43		60		84		129		
06:45	67	164	48	223	44	161	49	249	111	325	97	472	
07:00	54		51		52		52		106		103		
07:15	77		60		73		47		150		107		
07:30	58		54		57		56		115		110		
07:45	55	244	35	200	50	232	50	205	105	476	85	405	
08:00	85		34		70		38		155		72		
08:15	81		42		48		46		129		88		
08:30	68		25		42		28		110		53		
08:45	67	301	29	130	62	222	29	141	129	523	58	271	
09:00	61		33		61		24		122		57		
09:15	86		35		63		26		149		61		
09:30	51		19		54		29		105		48		
09:45	55	253	19	106	58	236	17	96	113	489	36	202	
10:00	70		24		68		14		138		38		
10:15	75		28		47		15		122		43		
10:30	62		19		59		19		121		38		
10:45	73	280	18	89	63	237	16	64	136	517	34	153	
11:00	65		24		46		17		111		41		
11:15	54		19		64		11		118		30		
11:30	54		22		64		11		118		33		
11:45	67	240	16	81	54	228	16	55	121	468	32	136	
Total	1624		2074		1462		2188		3086		4262		
Percent	52.6%		48.7%		47.4%		51.3%						
Day Total		3698				3650				7348			
Peak	08:00	-	01:00	-	07:15	-	04:30	-	07:15	-	01:00	-	-	-
Vol.	301	-	267	-	250	-	274	-	525	-	520	-	-	-
P.H.F.	0.885		0.867		0.856		0.878		0.847		0.956			

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Main Street
south of Crescent Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 D Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	115	15	1	2	0	0	0	0	0	0	0	0	133
01:00	0	36	7	0	1	0	0	0	0	0	0	0	0	44
02:00	0	44	5	0	3	0	0	0	0	0	0	0	0	52
03:00	0	50	4	1	0	1	0	1	0	0	0	0	0	57
04:00	0	83	17	3	5	0	0	1	0	0	0	0	0	109
05:00	0	249	65	4	12	4	0	1	3	0	0	0	0	338
06:00	2	459	114	15	31	2	0	2	0	1	0	0	0	626
07:00	5	573	102	10	36	4	0	3	0	0	1	0	2	736
08:00	12	488	78	9	32	1	3	6	0	0	3	0	0	632
09:00	15	520	70	7	21	1	0	5	0	0	3	0	0	642
10:00	8	453	88	10	23	3	0	5	0	0	0	0	0	590
11:00	9	492	105	4	16	4	0	5	0	0	0	0	1	636
12 PM	15	528	87	6	21	3	0	5	0	3	2	0	2	672
13:00	13	542	82	6	19	4	0	4	0	1	1	0	0	672
14:00	13	509	87	12	33	5	1	3	0	0	2	0	1	666
15:00	6	532	92	8	17	0	0	7	1	0	0	0	0	663
16:00	7	567	87	8	21	2	0	1	1	0	3	0	0	697
17:00	5	593	81	10	16	1	1	4	0	0	0	0	0	711
18:00	3	560	68	6	16	0	0	1	2	1	1	0	1	659
19:00	4	502	72	2	21	0	1	2	1	0	0	0	1	606
20:00	2	450	60	4	17	0	0	3	0	0	0	0	0	536
21:00	4	310	35	1	5	0	0	2	0	0	0	0	0	357
22:00	1	253	31	1	2	0	0	0	0	0	0	0	0	288
23:00	0	153	17	0	2	0	0	0	0	0	0	0	0	172
Total	124	9061	1469	128	372	35	6	61	8	6	16	0	8	11294
Percent	1.1%	80.2%	13.0%	1.1%	3.3%	0.3%	0.1%	0.5%	0.1%	0.1%	0.1%	0.0%	0.1%	
AM Peak	09:00	07:00	06:00	06:00	07:00	05:00	08:00	08:00	05:00	06:00	08:00		07:00	07:00
Vol.	15	573	114	15	36	4	3	6	3	1	3		2	736
PM Peak	12:00	17:00	15:00	14:00	14:00	14:00	14:00	15:00	18:00	12:00	16:00		12:00	17:00
Vol.	15	593	92	12	33	5	1	7	2	3	3		2	711

PRECISION
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Main Street
south of Crescent Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 D Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	120	9	0	2	0	0	0	0	0	0	0	0	131
01:00	0	57	8	0	3	0	0	0	0	0	0	0	0	68
02:00	0	35	12	0	2	1	0	0	1	0	0	0	0	51
03:00	0	35	8	2	1	0	0	0	1	0	0	0	0	47
04:00	1	104	22	2	5	0	0	1	0	0	0	0	0	135
05:00	3	228	49	8	13	2	0	7	1	1	0	0	0	312
06:00	6	413	93	18	27	3	0	5	1	0	0	0	2	568
07:00	7	631	96	13	35	4	0	4	0	0	0	0	0	790
08:00	6	524	108	15	24	0	0	9	0	0	0	0	0	686
09:00	7	520	85	6	33	3	0	5	2	0	1	0	1	663
10:00	9	489	83	7	26	6	0	6	0	0	1	0	1	628
11:00	12	519	92	9	21	1	0	5	0	1	0	0	2	662
12 PM	14	548	92	5	19	6	0	5	3	0	0	0	1	693
13:00	14	563	79	8	24	3	1	3	1	0	0	0	0	696
14:00	11	502	81	10	28	5	0	6	0	1	1	0	2	647
15:00	7	535	72	10	21	1	0	4	1	0	2	1	0	654
16:00	12	589	89	6	19	1	0	3	1	0	1	0	1	722
17:00	9	595	76	5	24	3	0	4	0	0	0	0	1	717
18:00	11	531	74	4	14	1	0	5	1	1	0	0	0	642
19:00	5	547	75	8	9	0	0	1	0	0	0	0	0	645
20:00	0	418	57	1	8	0	0	1	0	0	1	0	0	486
21:00	1	347	42	1	4	1	0	0	0	0	0	0	0	396
22:00	0	270	34	1	7	1	0	1	0	0	1	0	0	315
23:00	2	185	16	0	2	1	0	0	0	0	0	0	0	206
Total	137	9305	1452	139	371	43	1	75	13	4	8	1	11	11560
Percent	1.2%	80.5%	12.6%	1.2%	3.2%	0.4%	0.0%	0.6%	0.1%	0.0%	0.1%	0.0%	0.1%	
AM Peak	11:00	07:00	08:00	06:00	07:00	10:00		08:00	09:00	05:00	09:00		06:00	07:00
Vol.	12	631	108	18	35	6		9	2	1	1		2	790
PM Peak	12:00	17:00	12:00	14:00	14:00	12:00	13:00	14:00	12:00	14:00	15:00	15:00	14:00	16:00
Vol.	14	595	92	10	28	6	1	6	3	1	2	1	2	722

PRECISION
D A T A
INDUSTRIES, LLC
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Main Street
south of Crescent Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 D Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	11	61	46	12	2	1	0	0	0	0	0	0	0	133	23	19
01:00	6	14	19	3	2	0	0	0	0	0	0	0	0	44	23	19
02:00	2	27	13	8	1	0	**1**	0	0	0	0	0	0	52	25	20
03:00	4	27	21	3	2	0	0	0	0	0	0	0	0	57	23	19
04:00	11	45	38	11	3	1	0	0	0	0	0	0	0	109	23	19
05:00	64	130	108	26	6	**3**	1	0	0	0	0	0	0	338	23	18
06:00	146	286	**166**	24	3	1	0	0	0	0	0	0	0	626	22	17
07:00	239	**316**	142	**31**	**7**	1	0	0	0	0	0	0	0	**736**	21	15
08:00	**287**	233	102	10	0	0	0	0	0	0	0	0	0	632	19	14
09:00	263	262	109	7	1	0	0	0	0	0	0	0	0	642	19	14
10:00	255	248	79	8	0	0	0	0	0	0	0	0	0	590	18	14
11:00	262	274	93	7	0	0	0	0	0	0	0	0	0	636	19	14
12 PM	244	284	131	13	0	0	0	0	0	0	0	0	0	672	20	15
13:00	269	287	100	16	0	0	0	0	0	0	0	0	0	672	19	14
14:00	**279**	292	89	6	0	0	0	0	0	0	0	0	0	666	18	14
15:00	247	289	109	16	2	0	0	0	0	0	0	0	0	663	20	15
16:00	234	297	141	22	3	0	0	0	0	0	0	0	0	697	21	15
17:00	260	306	128	15	1	0	0	0	0	0	**1**	0	0	**711**	20	15
18:00	185	**321**	128	24	1	0	0	0	0	0	0	0	0	659	21	16
19:00	160	258	**150**	**33**	3	**2**	0	0	0	0	0	0	0	606	22	16
20:00	145	224	143	21	3	0	0	0	0	0	0	0	0	536	22	16
21:00	77	153	101	20	**6**	0	0	0	0	0	0	0	0	357	22	17
22:00	48	120	99	17	4	0	0	0	0	0	0	0	0	288	22	18
23:00	21	73	62	11	4	1	0	0	0	0	0	0	0	172	23	19
Total	3719	4827	2317	364	54	10	2	0	0	0	1	0	0	11294		
%	32.9%	42.7%	20.5%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	06:00	07:00	07:00	05:00	02:00							07:00		
Vol.	287	316	166	31	7	3	1							736		
PM Peak	14:00	18:00	19:00	19:00	21:00	19:00					17:00			17:00		
Vol.	279	321	150	33	6	2					1			711		

Stats

15th Percentile :	6 MPH
50th Percentile :	15 MPH
85th Percentile :	21 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	7144
Percent in Pace :	63.3%
Number of Vehicles > 25 MPH :	358
Percent of Vehicles > 25 MPH :	3.2%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Main Street
south of Crescent Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
NB

186458 D Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	10	64	47	8	2	0	0	0	0	0	0	0	0	131	22	19
01:00	3	31	21	11	2	0	0	0	0	0	0	0	0	68	25	20
02:00	2	23	20	5	1	0	0	0	0	0	0	0	0	51	23	20
03:00	5	15	21	5	1	0	0	0	0	0	0	0	0	47	23	20
04:00	12	54	53	10	5	0	**1**	0	0	0	0	0	0	135	23	20
05:00	59	116	104	22	**9**	1	1	0	0	0	0	0	0	312	23	18
06:00	107	248	160	**45**	5	**2**	0	0	0	0	0	0	**1**	568	22	18
07:00	188	**385**	**188**	26	2	1	0	0	0	0	0	0	0	**790**	21	16
08:00	231	280	148	26	1	0	0	0	0	0	0	0	0	686	21	15
09:00	249	276	119	17	2	0	0	0	0	0	0	0	0	663	20	15
10:00	255	262	101	10	0	0	0	0	0	0	0	0	0	628	19	14
11:00	**286**	254	115	3	3	1	0	0	0	0	0	0	0	662	19	14
12 PM	254	302	118	18	1	0	0	0	0	0	0	0	0	693	20	15
13:00	272	293	121	9	1	0	0	0	0	0	0	0	0	696	20	14
14:00	**280**	271	89	6	0	**1**	0	0	0	0	0	0	0	647	18	14
15:00	255	272	107	20	0	0	0	0	0	0	0	0	0	654	20	14
16:00	250	313	141	17	0	1	0	0	0	0	0	0	0	**722**	20	15
17:00	241	**320**	132	20	4	0	0	0	0	0	0	0	0	717	20	15
18:00	234	260	135	10	3	0	0	0	0	0	0	0	0	642	20	15
19:00	170	268	**182**	19	6	0	0	0	0	0	0	0	0	645	22	16
20:00	100	239	125	22	0	0	0	0	0	0	0	0	0	486	21	17
21:00	79	180	110	**23**	4	0	0	0	0	0	0	0	0	396	22	17
22:00	53	120	111	23	**7**	1	0	0	0	0	0	0	0	315	23	18
23:00	33	80	73	16	3	1	0	0	0	0	0	0	0	206	23	18
Total	3628	4926	2541	391	62	9	2	0	0	0	0	0	1	11560		
%	31.4%	42.6%	22.0%	3.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	07:00	06:00	05:00	06:00	04:00						06:00	07:00		
Vol.	286	385	188	45	9	2	1						1	790		
PM Peak	14:00	17:00	19:00	21:00	22:00	14:00								16:00		
Vol.	280	320	182	23	7	1								722		

Stats

15th Percentile :	6 MPH
50th Percentile :	16 MPH
85th Percentile :	21 MPH
95th Percentile :	23 MPH
Mean Speed(Average) :	16 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	7467
Percent in Pace :	64.6%
Number of Vehicles > 25 MPH :	387
Percent of Vehicles > 25 MPH :	3.3%

PRECISION
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Main Street
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186458 D Volume
Site Code: TBD

Start Time	NB A.M.		NB P.M.		Wed 10/3/2018
12:00	42		159		
12:15	36		162		
12:30	31		174		
12:45	24	133	177	672	
01:00	14		159		
01:15	14		169		
01:30	7		196		
01:45	9	44	148	672	
02:00	13		189		
02:15	16		197		
02:30	14		141		
02:45	9	52	139	666	
03:00	16		183		
03:15	10		144		
03:30	17		181		
03:45	14	57	155	663	
04:00	24		156		
04:15	18		173		
04:30	27		195		
04:45	40	109	173	697	
05:00	49		190		
05:15	85		135		
05:30	96		224		
05:45	108	338	162	711	
06:00	125		215		
06:15	162		155		
06:30	178		149		
06:45	161	626	140	659	
07:00	163		177		
07:15	165		143		
07:30	186		160		
07:45	222	736	126	606	
08:00	192		155		
08:15	166		142		
08:30	137		127		
08:45	137	632	112	536	
09:00	126		107		
09:15	178		90		
09:30	162		86		
09:45	176	642	74	357	
10:00	176		79		
10:15	133		78		
10:30	168		68		
10:45	113	590	63	288	
11:00	202		52		
11:15	134		51		
11:30	119		32		
11:45	181	636	37	172	
Total	4595		6699		
Percent			100.0 %		

				0.0%		0.0%									
Day Total		11294													
Peak	07:30	-	05:30	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	766	-	756	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.863		0.844												

Main Street
south of Crescent Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

PRECISION
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INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

186458 D Volume
Site Code: TBD

Start Time	A.M.	NB	P.M.												
															Thu 10/4/2018
12:00	40		176												
12:15	34		156												
12:30	26		172												
12:45	31	131	189	693											
01:00	21		196												
01:15	21		144												
01:30	15		173												
01:45	11	68	183	696											
02:00	11		139												
02:15	17		181												
02:30	9		162												
02:45	14	51	165	647											
03:00	8		148												
03:15	12		155												
03:30	11		168												
03:45	16	47	183	654											
04:00	23		193												
04:15	26		172												
04:30	36		188												
04:45	50	135	169	722											
05:00	57		196												
05:15	81		183												
05:30	77		191												
05:45	97	312	147	717											
06:00	120		167												
06:15	138		145												
06:30	168		179												
06:45	142	568	151	642											
07:00	155		174												
07:15	193		176												
07:30	210		151												
07:45	232	790	144	645											
08:00	188		113												
08:15	188		130												
08:30	136		116												
08:45	174	686	127	486											
09:00	168		104												
09:15	173		130												
09:30	152		85												
09:45	170	663	77	396											
10:00	154		88												
10:15	149		90												
10:30	163		64												
10:45	162	628	73	315											
11:00	169		46												
11:15	151		59												
11:30	129		50												
11:45	213	662	51	206											
Total	4741		6819												
Percent			100.0 %		0.0%		0.0%								
Day Total		11560													
Peak	07:15	-	04:45	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	823	-	739	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.887		0.943												

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 E Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	81	11	0	1	0	0	0	0	0	0	0	0	93
01:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31
02:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
03:00	0	42	2	0	0	0	0	0	0	0	0	0	0	44
04:00	0	52	8	0	2	1	0	1	0	0	0	0	0	64
05:00	1	161	34	1	8	0	0	0	1	0	0	0	0	206
06:00	2	298	68	2	23	3	0	0	0	0	1	0	0	397
07:00	4	297	60	6	17	0	0	2	0	0	0	0	0	386
08:00	3	305	48	4	13	1	0	2	0	0	0	0	0	376
09:00	3	381	52	6	22	0	0	0	0	0	0	0	0	464
10:00	8	385	66	7	17	2	0	2	0	0	2	0	0	489
11:00	6	355	45	2	15	0	0	3	1	0	0	0	0	427
12 PM	5	417	74	6	16	2	0	1	1	0	0	0	0	522
13:00	6	355	49	8	19	2	0	0	1	0	0	0	0	440
14:00	4	419	66	4	23	1	0	1	0	0	0	0	0	518
15:00	5	451	71	12	12	0	0	3	0	0	0	0	0	554
16:00	4	394	51	4	12	0	0	3	1	0	1	0	0	470
17:00	5	433	67	7	7	1	0	1	0	0	2	0	0	523
18:00	6	419	64	4	9	1	0	1	0	0	0	0	0	504
19:00	1	420	53	2	16	0	1	0	0	0	0	0	0	493
20:00	0	323	38	0	10	0	0	0	0	0	1	0	0	372
21:00	0	223	28	0	2	0	0	1	0	0	0	0	0	254
22:00	0	157	24	0	3	0	0	0	0	0	0	0	0	184
23:00	0	118	13	0	1	0	0	0	0	0	0	0	0	132
Total	63	6541	1000	75	249	14	1	21	5	0	7	0	0	7976
Percent	0.8%	82.0%	12.5%	0.9%	3.1%	0.2%	0.0%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	10:00	10:00	06:00	10:00	06:00	06:00		11:00	05:00		10:00			10:00
Vol.	8	385	68	7	23	3		3	1		2			489
PM Peak	13:00	15:00	12:00	15:00	14:00	12:00	19:00	15:00	12:00		17:00			15:00
Vol.	6	451	74	12	23	2	1	3	1		2			554

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Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 E Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	77	10	0	0	0	0	0	0	0	0	0	0	87
01:00	0	39	6	0	0	0	0	0	0	0	0	0	0	45
02:00	0	24	6	0	1	0	0	0	1	0	0	0	0	32
03:00	1	26	9	0	2	1	0	0	0	0	0	0	0	39
04:00	0	73	15	1	2	0	0	1	0	0	0	0	0	92
05:00	2	167	31	3	11	3	0	3	0	0	0	0	0	220
06:00	3	286	61	3	26	1	0	2	0	0	0	0	0	382
07:00	5	367	52	6	16	2	0	0	0	1	0	0	0	449
08:00	2	373	67	6	25	1	0	4	0	0	0	0	0	478
09:00	3	376	56	8	20	1	0	2	0	0	1	0	0	467
10:00	5	272	55	3	15	1	0	2	0	0	0	0	0	353
11:00	6	436	77	9	13	1	0	3	0	0	1	0	0	546
12 PM	8	404	86	6	15	4	0	3	1	0	0	0	0	527
13:00	7	368	66	5	9	1	0	1	0	0	1	0	0	458
14:00	7	316	46	9	13	1	0	3	0	0	2	0	0	397
15:00	5	381	55	3	20	1	0	5	0	1	0	0	0	471
16:00	10	372	54	6	9	2	0	3	0	0	0	0	0	456
17:00	5	398	51	0	7	1	0	2	1	0	0	0	0	465
18:00	7	408	63	4	12	0	0	2	0	0	0	0	0	496
19:00	2	402	45	2	6	2	0	1	0	0	0	0	0	460
20:00	2	306	45	1	8	0	0	0	0	0	1	0	0	363
21:00	1	217	23	0	6	0	0	0	0	0	1	0	0	248
22:00	0	190	36	0	1	0	0	1	1	0	0	0	0	229
23:00	0	139	12	0	2	0	0	0	0	0	0	0	0	153
Total	81	6417	1027	75	239	23	0	38	4	2	7	0	0	7913
Percent	1.0%	81.1%	13.0%	0.9%	3.0%	0.3%	0.0%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	06:00	05:00		08:00	02:00	07:00	09:00			11:00
Vol.	6	436	77	9	26	3		4	1	1	1			546
PM Peak	16:00	18:00	12:00	14:00	15:00	12:00		15:00	12:00	15:00	14:00			12:00
Vol.	10	408	86	9	20	4		5	1	1	2			527

PRECISION
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Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 E Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	3	11	42	34	3	0	0	0	0	0	0	0	0	93	27	23
01:00	0	5	13	12	1	0	0	0	0	0	0	0	0	31	27	23
02:00	1	3	18	9	2	0	0	0	0	0	0	0	0	33	27	23
03:00	0	5	25	12	2	0	0	0	0	0	0	0	0	44	27	23
04:00	1	9	23	23	6	**2**	0	0	0	0	0	0	0	64	28	24
05:00	18	42	75	56	15	0	0	0	0	0	0	0	0	206	27	22
06:00	70	89	**142**	**72**	**22**	2	0	0	0	0	0	0	0	397	26	20
07:00	123	85	112	58	7	1	0	0	0	0	0	0	0	386	24	17
08:00	153	111	73	36	3	0	0	0	0	0	0	0	0	376	22	15
09:00	159	142	119	42	2	0	0	0	0	0	0	0	0	464	22	16
10:00	**167**	**154**	137	25	6	0	0	0	0	0	0	0	0	**489**	22	16
11:00	147	130	122	27	1	0	0	0	0	0	0	0	0	427	22	16
12 PM	178	163	149	27	5	0	0	0	0	0	0	0	0	522	22	16
13:00	154	150	104	28	4	0	0	0	0	0	0	0	0	440	22	16
14:00	160	176	129	49	4	0	0	0	0	0	0	0	0	518	23	16
15:00	173	**186**	145	42	7	1	0	0	0	0	0	0	0	**554**	22	16
16:00	154	139	130	44	2	1	0	0	0	0	0	0	0	470	23	16
17:00	**205**	153	132	32	1	0	0	0	0	0	0	0	0	523	22	15
18:00	104	132	192	69	6	1	0	0	0	0	0	0	0	504	24	19
19:00	69	115	**220**	**74**	13	2	0	0	0	0	0	0	0	493	25	20
20:00	57	117	133	55	9	1	0	0	0	0	0	0	0	372	24	19
21:00	19	52	95	68	**16**	**3**	**1**	0	0	0	0	0	0	254	27	22
22:00	5	24	86	60	8	1	0	0	0	0	0	0	0	184	27	23
23:00	3	14	67	39	8	1	0	0	0	0	0	0	0	132	27	23
Total	2123	2207	2483	993	153	16	1	0	0	0	0	0	0	7976		
%	26.6%	27.7%	31.1%	12.4%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	06:00	06:00	06:00	04:00								10:00		
Vol.	167	154	142	72	22	2								489		
PM Peak	17:00	15:00	19:00	19:00	21:00	21:00	21:00							15:00		
Vol.	205	186	220	74	16	3	1							554		

Stats

15th Percentile :	7 MPH
50th Percentile :	18 MPH
85th Percentile :	23 MPH
95th Percentile :	27 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	4690
Percent in Pace :	58.8%
Number of Vehicles > 25 MPH :	964
Percent of Vehicles > 25 MPH :	12.1%

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Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 E Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	2	8	32	37	7	1	0	0	0	0	0	0	0	87	28	24
01:00	2	3	18	17	4	1	0	0	0	0	0	0	0	45	28	24
02:00	2	2	15	10	3	0	0	0	0	0	0	0	0	32	28	23
03:00	0	6	13	18	2	0	0	0	0	0	0	0	0	39	27	24
04:00	1	7	36	33	15	0	0	0	0	0	0	0	0	92	29	25
05:00	18	25	85	68	**22**	2	0	0	0	0	0	0	0	220	28	23
06:00	48	84	149	**77**	18	**6**	0	0	0	0	0	0	0	382	26	21
07:00	144	108	119	68	6	4	0	0	0	0	0	0	0	449	24	17
08:00	129	126	**150**	61	9	2	**1**	0	0	0	0	0	0	478	24	18
09:00	147	128	146	39	7	0	0	0	0	0	0	0	0	467	23	17
10:00	111	104	95	40	3	0	0	0	0	0	0	0	0	353	23	17
11:00	**163**	**192**	146	42	3	0	0	0	0	0	0	0	0	**546**	22	16
12 PM	179	158	141	42	7	0	0	0	0	0	0	0	0	**527**	22	16
13:00	134	**169**	116	30	9	0	0	0	0	0	0	0	0	458	22	16
14:00	133	134	99	25	5	1	0	0	0	0	0	0	0	397	22	16
15:00	176	136	114	40	4	1	0	0	0	0	0	0	0	471	22	16
16:00	**203**	114	110	27	2	0	0	0	0	0	0	0	0	456	22	15
17:00	159	112	126	61	6	1	0	0	0	0	0	0	0	465	23	17
18:00	122	146	158	57	13	0	0	0	0	0	0	0	0	496	23	18
19:00	98	119	**162**	75	6	0	0	0	0	0	0	0	0	460	24	19
20:00	54	82	133	**84**	8	**2**	0	0	0	0	0	0	0	363	26	20
21:00	14	51	101	66	**15**	1	0	0	0	0	0	0	0	248	27	22
22:00	18	29	89	77	15	1	0	0	0	0	0	0	0	229	27	23
23:00	5	14	76	49	7	2	0	0	0	0	0	0	0	153	27	23
Total	2062	2057	2429	1143	196	25	1	0	0	0	0	0	0	7913		
%	26.1%	26.0%	30.7%	14.4%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	06:00	05:00	06:00	08:00							11:00		
Vol.	163	192	150	77	22	6	1							546		
PM Peak	16:00	13:00	19:00	20:00	21:00	20:00								12:00		
Vol.	203	169	162	84	15	2								527		

Stats

15th Percentile :	8 MPH
50th Percentile :	18 MPH
85th Percentile :	24 MPH
95th Percentile :	28 MPH
Mean Speed(Average) :	18 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	4486
Percent in Pace :	56.7%
Number of Vehicles > 25 MPH :	1136
Percent of Vehicles > 25 MPH :	14.4%

Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
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186458 E Volume
Site Code: TBD

Start Time	A.M.	EB	P.M.												
															Wed 10/3/2018
12:00	30		139												
12:15	22		148												
12:30	18		89												
12:45	23	93	146	522											
01:00	9		102												
01:15	9		113												
01:30	5		139												
01:45	8	31	86	440											
02:00	9		151												
02:15	9		144												
02:30	6		117												
02:45	9	33	106	518											
03:00	8		117												
03:15	10		144												
03:30	12		152												
03:45	14	44	141	554											
04:00	8		131												
04:15	17		104												
04:30	19		115												
04:45	20	64	120	470											
05:00	28		128												
05:15	49		119												
05:30	53		119												
05:45	76	206	157	523											
06:00	80		142												
06:15	97		115												
06:30	109		130												
06:45	111	397	117	504											
07:00	102		129												
07:15	69		116												
07:30	100		142												
07:45	115	386	106	493											
08:00	99		120												
08:15	98		94												
08:30	92		86												
08:45	87	376	72	372											
09:00	121		85												
09:15	125		64												
09:30	102		57												
09:45	116	464	48	254											
10:00	131		40												
10:15	101		58												
10:30	118		44												
10:45	139	489	42	184											
11:00	96		38												
11:15	92		38												
11:30	114		28												
11:45	125	427	28	132											
Total	3010		4966												
Percent			100.0 %		0.0%		0.0%								
Day Total		7976													
Peak	10:00	-	03:15	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	489	-	568	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.879		0.934												

Belmont Street (Route 123)
west of Main Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

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186458 E Volume
Site Code: TBD

Start Time	A.M.	EB	P.M.												Thu 10/4/2018
12:00	22		111												
12:15	26		149												
12:30	21		155												
12:45	18	87	112	527											
01:00	8		113												
01:15	19		136												
01:30	10		104												
01:45	8	45	105	458											
02:00	7		97												
02:15	9		94												
02:30	6		79												
02:45	10	32	127	397											
03:00	11		110												
03:15	9		131												
03:30	8		112												
03:45	11	39	118	471											
04:00	16		127												
04:15	21		128												
04:30	24		102												
04:45	31	92	99	456											
05:00	31		95												
05:15	50		95												
05:30	63		148												
05:45	76	220	127	465											
06:00	78		130												
06:15	98		116												
06:30	104		107												
06:45	102	382	143	496											
07:00	90		116												
07:15	135		103												
07:30	106		130												
07:45	118	449	111	460											
08:00	131		89												
08:15	106		93												
08:30	128		101												
08:45	113	478	80	363											
09:00	97		66												
09:15	135		78												
09:30	132		59												
09:45	103	467	45	248											
10:00	101		68												
10:15	75		59												
10:30	64		51												
10:45	113	353	51	229											
11:00	131		35												
11:15	132		42												
11:30	140		32												
11:45	143	546	44	153											
Total	3190		4723												
Percent			100.0 %		0.0%		0.0%								
Day Total		7913													
Peak	11:00	-	00:15	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	546	-	529	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.955		0.853												

PRECISION
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Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 F EB Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	80	10	0	2	1	0	0	0	0	0	0	0	93
01:00	0	26	6	0	2	0	0	0	0	0	0	0	0	34
02:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
03:00	0	15	3	0	1	0	0	0	1	0	0	0	0	20
04:00	0	35	6	1	4	0	0	1	0	0	0	0	0	47
05:00	0	75	27	0	3	0	0	0	2	0	0	0	0	107
06:00	3	226	55	2	15	1	0	0	0	0	0	0	0	302
07:00	8	496	119	7	17	5	1	5	1	0	0	0	0	659
08:00	5	496	102	5	23	5	4	5	2	0	0	0	0	647
09:00	1	440	91	4	32	3	3	3	0	0	0	0	0	577
10:00	5	369	89	3	21	4	3	3	1	0	0	0	0	498
11:00	4	391	96	9	26	4	1	4	1	0	0	0	0	536
12 PM	2	489	107	3	22	4	1	5	1	0	0	0	0	634
13:00	4	440	104	5	21	4	1	3	0	0	0	0	0	582
14:00	4	535	129	7	29	4	2	5	0	0	0	0	0	715
15:00	2	586	142	5	21	1	1	6	1	0	0	0	2	767
16:00	12	680	169	6	26	2	14	6	1	0	0	0	0	916
17:00	7	692	111	0	21	1	3	7	2	0	1	0	0	845
18:00	9	568	93	4	11	1	2	3	1	0	0	0	0	692
19:00	3	397	67	1	10	2	0	1	0	0	0	0	0	481
20:00	3	356	46	1	7	0	1	1	0	0	0	0	0	415
21:00	5	272	45	3	2	1	0	0	0	0	0	0	0	328
22:00	2	158	24	2	1	0	0	0	0	0	0	0	0	187
23:00	0	118	18	1	5	0	0	0	0	0	0	0	0	142
Total	79	7959	1664	69	322	43	37	58	14	0	1	0	2	10248
Percent	0.8%	77.7%	16.2%	0.7%	3.1%	0.4%	0.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	09:00	07:00	08:00	07:00	05:00					07:00
Vol.	8	496	119	9	32	5	4	5	2					659
PM Peak	16:00	17:00	16:00	14:00	14:00	12:00	16:00	17:00	17:00		17:00		15:00	16:00
Vol.	12	692	169	7	29	4	14	7	2		1		2	916

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 F EB Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	1	68	9	0	3	1	0	0	0	0	0	0	0	82
01:00	0	32	3	0	1	0	0	0	0	0	0	0	0	36
02:00	0	27	8	0	0	0	0	0	1	0	0	0	0	36
03:00	0	18	5	0	2	0	0	0	1	0	0	0	0	26
04:00	0	38	8	2	5	2	0	1	1	0	0	0	0	57
05:00	0	91	23	1	3	0	0	0	3	0	0	0	0	121
06:00	3	201	44	3	9	3	0	4	1	0	0	0	0	268
07:00	8	462	105	8	26	2	1	8	2	0	0	0	1	623
08:00	10	408	111	8	28	2	1	5	0	0	0	0	1	574
09:00	4	398	92	3	32	2	2	5	1	0	1	0	0	540
10:00	5	365	99	5	21	3	1	4	2	0	1	0	0	506
11:00	9	430	113	6	30	4	0	8	1	0	0	0	0	601
12 PM	4	489	115	3	27	6	0	3	0	0	0	0	0	647
13:00	2	431	93	2	25	2	2	2	0	0	0	0	0	559
14:00	3	488	108	3	24	5	1	8	1	0	0	0	0	641
15:00	5	555	134	3	23	2	3	4	1	0	0	0	0	730
16:00	7	628	143	3	8	2	2	5	2	0	0	0	2	802
17:00	15	707	116	1	20	1	1	3	0	0	2	0	0	866
18:00	6	515	80	1	14	0	1	1	1	0	1	0	0	620
19:00	10	405	76	1	13	0	2	3	0	0	0	0	0	510
20:00	5	318	57	5	5	2	0	0	0	0	0	0	0	392
21:00	2	249	33	2	6	1	0	2	0	0	0	0	0	295
22:00	5	170	25	2	3	0	0	1	0	0	0	0	0	206
23:00	0	128	25	0	5	1	0	0	0	0	0	0	0	159
Total	104	7621	1625	62	333	41	17	67	18	0	5	0	4	9897
Percent	1.1%	77.0%	16.4%	0.6%	3.4%	0.4%	0.2%	0.7%	0.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak	08:00	07:00	11:00	07:00	09:00	11:00	09:00	07:00	05:00		09:00		07:00	07:00
Vol.	10	462	113	8	32	4	2	8	3		1		1	623
PM Peak	17:00	17:00	16:00	20:00	12:00	12:00	15:00	14:00	16:00		17:00		16:00	17:00
Vol.	15	707	143	5	27	6	3	8	2		2		2	866

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 F EB Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	1	3	4	27	34	17	7	0	0	0	0	0	0	93	36	31
01:00	0	0	4	8	11	6	4	1	0	0	0	0	0	34	38	32
02:00	0	1	2	4	12	5	0	0	0	0	0	0	0	24	35	31
03:00	0	1	2	7	8	1	1	0	0	0	0	0	0	20	33	29
04:00	0	0	3	10	24	8	2	0	0	0	0	0	0	47	35	32
05:00	0	1	2	22	42	30	8	**2**	0	0	0	0	0	107	37	33
06:00	6	3	5	72	147	61	7	1	0	0	0	0	0	302	35	31
07:00	**26**	**35**	**126**	252	188	27	5	0	0	0	0	0	0	**659**	32	27
08:00	8	15	98	**254**	**216**	50	6	0	0	0	0	0	0	647	33	28
09:00	17	9	92	212	193	50	4	0	0	0	0	0	0	577	33	28
10:00	12	6	41	200	167	**65**	7	0	0	0	0	0	0	498	33	29
11:00	17	19	42	217	181	50	**10**	0	0	0	0	0	0	536	33	29
12 PM	20	44	89	237	187	46	**11**	0	0	0	0	0	0	634	32	27
13:00	17	12	68	229	210	43	3	0	0	0	0	0	0	582	33	28
14:00	26	**56**	106	282	201	38	6	0	0	0	0	0	0	715	32	27
15:00	23	39	117	300	218	66	4	0	0	0	0	0	0	767	32	28
16:00	22	44	**145**	**358**	**269**	**68**	8	**2**	0	0	0	0	0	**916**	32	28
17:00	**33**	45	141	327	246	47	6	0	0	0	0	0	0	845	32	27
18:00	25	19	114	274	194	59	7	0	0	0	0	0	0	692	33	28
19:00	15	18	66	162	154	57	7	2	0	0	0	0	0	481	33	28
20:00	15	17	52	141	133	53	3	1	0	0	0	0	0	415	33	28
21:00	5	16	39	120	119	24	4	1	0	0	0	0	0	328	33	28
22:00	4	4	16	40	80	35	6	2	0	0	0	0	0	187	36	31
23:00	5	1	7	31	69	21	6	0	**1**	**1**	0	0	0	142	35	31
Total	297	408	1381	3786	3303	927	132	12	1	1	0	0	0	10248		
%	2.9%	4.0%	13.5%	36.9%	32.2%	9.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	10:00	11:00	05:00						07:00		
Vol.	26	35	126	254	216	65	10	2						659		
PM Peak	17:00	14:00	16:00	16:00	16:00	16:00	12:00	16:00	23:00	23:00				16:00		
Vol.	33	56	145	358	269	68	11	2	1	1				916		

Stats

15th Percentile :	22 MPH
50th Percentile :	28 MPH
85th Percentile :	33 MPH
95th Percentile :	37 MPH
Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	7089
Percent in Pace :	69.2%
Number of Vehicles > 25 MPH :	7405
Percent of Vehicles > 25 MPH :	72.3%

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
EB

186458 F EB Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	4	2	5	13	29	22	4	1	**1**	**1**	0	0	0	82	37	32
01:00	0	2	2	6	16	7	1	2	0	0	0	0	0	36	37	32
02:00	0	0	4	9	13	6	4	0	0	0	0	0	0	36	37	32
03:00	0	0	0	7	5	11	3	0	0	0	0	0	0	26	38	34
04:00	0	0	1	15	22	15	3	1	0	0	0	0	0	57	37	33
05:00	3	0	2	13	58	33	9	**3**	0	0	0	0	0	121	38	33
06:00	3	0	8	53	113	**76**	**14**	1	0	0	0	0	0	268	37	32
07:00	12	19	**79**	227	215	62	8	1	0	0	0	0	0	**623**	33	29
08:00	11	10	32	201	**235**	70	12	3	0	0	0	0	0	574	33	30
09:00	17	10	57	201	192	52	10	1	0	0	0	0	0	540	33	29
10:00	17	14	50	182	186	47	10	0	0	0	0	0	0	506	33	29
11:00	**26**	**23**	74	**232**	200	37	7	2	0	0	0	0	0	601	32	28
12 PM	19	24	78	273	188	55	7	**3**	0	0	0	0	0	647	33	28
13:00	**20**	21	51	235	172	52	6	2	0	0	0	0	0	559	33	28
14:00	19	24	92	253	191	53	8	1	0	0	0	0	0	641	33	28
15:00	12	13	75	307	243	64	**15**	0	**1**	0	0	0	0	730	33	29
16:00	20	21	101	313	**266**	**71**	10	0	0	0	0	0	0	802	33	28
17:00	16	**30**	**103**	**383**	266	60	6	2	0	0	0	0	0	**866**	32	28
18:00	5	17	90	238	214	43	13	0	0	0	0	0	0	620	33	29
19:00	19	23	85	179	149	43	11	1	0	0	0	0	0	510	33	28
20:00	9	14	36	136	140	49	5	2	1	0	0	0	0	392	33	29
21:00	4	12	27	96	101	49	5	0	1	0	0	0	0	295	35	30
22:00	8	4	16	59	82	30	4	3	0	0	0	0	0	206	35	30
23:00	5	6	6	38	58	38	5	2	1	0	0	0	0	159	36	31
Total	249	289	1074	3669	3354	1045	180	31	5	1	0	0	0	9897		
%	2.5%	2.9%	10.9%	37.1%	33.9%	10.6%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	07:00	11:00	08:00	06:00	06:00	05:00	00:00	00:00				07:00		
Vol.	26	23	79	232	235	76	14	3	1	1				623		
PM Peak	13:00	17:00	17:00	17:00	16:00	16:00	15:00	12:00	15:00					17:00		
Vol.	20	30	103	383	266	71	15	3	1					866		

Stats

15th Percentile :	23 MPH
50th Percentile :	28 MPH
85th Percentile :	33 MPH
95th Percentile :	37 MPH
Mean Speed(Average) :	29 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	7023
Percent in Pace :	71.0%
Number of Vehicles > 25 MPH :	7551
Percent of Vehicles > 25 MPH :	76.3%

Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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186458 F EB Volume
Site Code: TBD

Start Time	A.M.	EB	P.M.												
															Wed 10/3/2018
12:00	34		150												
12:15	18		147												
12:30	22		180												
12:45	19	93	157	634											
01:00	10		139												
01:15	14		130												
01:30	4		147												
01:45	6	34	166	582											
02:00	5		166												
02:15	8		171												
02:30	7		187												
02:45	4	24	191	715											
03:00	5		180												
03:15	2		192												
03:30	4		204												
03:45	9	20	191	767											
04:00	6		230												
04:15	11		214												
04:30	8		242												
04:45	22	47	230	916											
05:00	12		187												
05:15	22		227												
05:30	32		229												
05:45	41	107	202	845											
06:00	59		201												
06:15	81		167												
06:30	82		161												
06:45	80	302	163	692											
07:00	113		121												
07:15	137		135												
07:30	192		122												
07:45	217	659	103	481											
08:00	159		119												
08:15	136		103												
08:30	156		101												
08:45	196	647	92	415											
09:00	169		93												
09:15	141		93												
09:30	125		68												
09:45	142	577	74	328											
10:00	134		53												
10:15	95		50												
10:30	129		54												
10:45	140	498	30	187											
11:00	138		33												
11:15	124		29												
11:30	126		39												
11:45	148	536	41	142											
Total	3544		6704												
Percent			100.0 %		0.0%		0.0%								
Day Total		10248													
Peak	07:15	-	04:00	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	705	-	916	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.812		0.946												

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Crescent Street EB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo

186458 F EB Volume
Site Code: TBD

Start Time	A.M.	EB	P.M.		Thu 10/4/2018
12:00	33		177		
12:15	20		173		
12:30	15		164		
12:45	14	82	133	647	
01:00	7		158		
01:15	9		154		
01:30	10		116		
01:45	10	36	131	559	
02:00	10		167		
02:15	6		168		
02:30	12		150		
02:45	8	36	156	641	
03:00	8		176		
03:15	4		175		
03:30	7		185		
03:45	7	26	194	730	
04:00	9		189		
04:15	8		188		
04:30	15		216		
04:45	25	57	209	802	
05:00	15		215		
05:15	18		235		
05:30	40		218		
05:45	48	121	198	866	
06:00	46		167		
06:15	62		154		
06:30	73		166		
06:45	87	268	133	620	
07:00	98		116		
07:15	140		148		
07:30	192		123		
07:45	193	623	123	510	
08:00	163		109		
08:15	136		103		
08:30	117		89		
08:45	158	574	91	392	
09:00	151		80		
09:15	161		83		
09:30	123		71		
09:45	105	540	61	295	
10:00	106		63		
10:15	130		58		
10:30	139		37		
10:45	131	506	48	206	
11:00	148		48		
11:15	145		42		
11:30	144		36		
11:45	164	601	33	159	
Total	3470		6427		
Percent			100.0 %	0.0%	0.0%
Day Total		9897			
Peak	07:15	-	04:45	-	- - - - - - - - - - -
Vol.	688	-	877	-	- - - - - - - - - - -
P.H.F.	0.891		0.933		

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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Crescent Street WB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 F WB Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/03/1														
8	0	38	7	0	1	0	0	0	0	0	0	0	0	46
01:00	0	17	2	1	1	0	0	0	1	0	0	0	0	22
02:00	0	11	0	0	1	1	0	0	0	0	0	0	0	13
03:00	0	17	5	0	3	1	0	0	0	0	0	0	0	26
04:00	0	57	13	0	8	0	0	0	0	0	0	0	0	78
05:00	1	145	55	1	15	0	0	3	0	0	0	0	0	220
06:00	3	325	86	4	18	1	0	0	2	0	0	0	0	439
07:00	8	544	133	5	36	2	0	3	0	0	0	0	0	731
08:00	6	522	121	6	25	1	2	7	0	0	1	0	0	691
09:00	6	420	111	3	23	1	0	1	0	0	0	0	0	565
10:00	6	378	76	5	20	2	0	3	1	0	0	0	0	491
11:00	2	442	95	8	31	1	0	2	1	0	0	0	0	582
12 PM	7	447	115	8	26	1	0	2	0	0	0	0	0	606
13:00	9	389	97	1	27	2	1	1	0	0	0	0	0	527
14:00	7	499	123	9	23	3	3	0	0	0	0	0	0	667
15:00	11	444	109	9	28	0	1	2	0	0	0	0	1	605
16:00	11	426	103	1	23	0	0	2	1	0	0	0	0	567
17:00	3	399	67	6	17	0	1	4	0	0	0	0	0	497
18:00	6	306	68	1	18	1	0	1	1	0	0	0	0	402
19:00	3	259	45	1	8	0	0	0	1	0	0	0	0	317
20:00	3	234	42	1	8	0	0	1	0	0	0	0	0	289
21:00	4	257	33	0	4	1	0	0	0	0	0	0	0	299
22:00	1	97	18	0	2	0	0	0	0	0	0	0	0	118
23:00	0	72	7	0	3	0	0	0	0	0	0	0	0	82
Total	97	6745	1531	70	369	18	8	32	8	0	1	0	1	8880
Percent	1.1%	76.0%	17.2%	0.8%	4.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	07:00	07:00	08:00	08:00	06:00		08:00			07:00
Vol.	8	544	133	8	36	2	2	7	2		1			731
PM Peak	15:00	14:00	14:00	14:00	15:00	14:00	14:00	17:00	16:00				15:00	14:00
Vol.	11	499	123	9	28	3	3	4	1				1	667

PRECISION
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Crescent Street WB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 F WB Class
Site Code: TBD

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/04/1														
8	0	39	11	0	1	1	0	0	0	0	0	0	0	52
01:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
02:00	0	19	1	1	0	0	0	0	0	0	0	0	0	21
03:00	0	18	3	0	2	0	0	0	0	0	0	0	0	23
04:00	0	53	17	2	10	1	0	1	2	0	0	0	0	86
05:00	2	138	61	2	22	0	0	1	2	0	0	0	0	228
06:00	3	326	79	3	22	2	0	0	2	0	0	0	1	438
07:00	9	499	133	8	35	0	1	5	0	0	0	0	0	690
08:00	3	514	128	8	29	1	0	3	1	0	0	0	1	688
09:00	1	427	116	9	22	1	1	5	2	0	0	0	0	584
10:00	4	421	94	3	26	2	0	2	1	0	0	0	0	553
11:00	6	427	111	11	30	2	0	3	2	0	0	0	1	593
12 PM	4	492	113	7	38	0	0	1	0	0	0	0	0	655
13:00	4	453	91	3	34	4	0	3	1	0	0	0	0	593
14:00	8	426	128	6	38	1	1	4	4	0	0	0	0	616
15:00	8	425	105	4	29	2	0	3	0	0	0	0	0	576
16:00	5	408	112	1	27	0	0	2	2	0	0	0	0	557
17:00	4	374	87	3	18	0	0	1	1	0	0	0	0	488
18:00	4	322	63	5	14	1	0	2	0	0	0	0	0	411
19:00	3	248	51	1	10	1	0	1	1	0	0	0	0	316
20:00	4	282	44	2	9	0	1	1	0	0	0	0	0	343
21:00	2	190	27	2	4	0	0	0	0	0	0	0	0	225
22:00	1	104	20	0	5	0	0	0	0	0	0	0	0	130
23:00	0	86	15	0	4	0	0	0	0	0	0	0	0	105
Total	75	6715	1612	81	429	19	4	38	21	0	0	0	3	8997
Percent	0.8%	74.6%	17.9%	0.9%	4.8%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	11:00	07:00	06:00	07:00	07:00	04:00				06:00	07:00
Vol.	9	514	133	11	35	2	1	5	2				1	690
PM Peak	14:00	12:00	14:00	12:00	12:00	13:00	14:00	14:00	14:00					12:00
Vol.	8	492	128	7	38	4	1	4	4					655

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Crescent Street WB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 F WB Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/03/ 18	0	2	3	12	24	4	1	0	0	0	0	0	0	46	33	30
01:00	0	0	1	5	11	5	0	0	0	0	0	0	0	22	35	32
02:00	0	0	0	8	4	1	0	0	0	0	0	0	0	13	32	29
03:00	0	0	0	8	12	4	2	0	0	0	0	0	0	26	36	32
04:00	0	0	0	13	33	20	10	**2**	0	0	0	0	0	78	39	34
05:00	4	4	4	35	98	63	10	2	0	0	0	0	0	220	37	32
06:00	5	2	14	99	193	**103**	**21**	2	0	0	0	0	0	439	36	32
07:00	**26**	11	**80**	**290**	240	69	14	1	0	0	0	0	0	**731**	33	29
08:00	8	11	32	230	**305**	90	14	1	0	0	0	0	0	691	34	30
09:00	12	7	29	216	228	69	4	0	0	0	0	0	0	565	33	30
10:00	14	8	17	128	239	77	6	2	0	0	0	0	0	491	34	30
11:00	16	**15**	43	172	246	75	13	2	0	0	0	0	0	582	34	30
12 PM	20	26	66	193	219	70	11	1	0	0	0	0	0	606	33	29
13:00	17	12	24	167	208	80	16	**3**	0	0	0	0	0	527	35	30
14:00	**28**	**33**	**82**	**198**	237	81	7	1	0	0	0	0	0	**667**	33	28
15:00	18	9	54	163	**265**	80	15	1	0	0	0	0	0	605	34	30
16:00	17	16	29	141	250	**94**	19	1	0	0	0	0	0	567	35	30
17:00	8	12	27	123	228	73	**24**	2	0	0	0	0	0	497	35	31
18:00	12	6	34	137	151	55	5	2	0	0	0	0	0	402	34	29
19:00	8	6	17	103	136	39	7	1	0	0	0	0	0	317	33	30
20:00	10	4	24	94	126	25	4	2	0	0	0	0	0	289	33	29
21:00	15	3	25	107	98	45	6	0	0	0	0	0	0	299	34	29
22:00	4	4	2	23	44	34	5	1	**1**	0	0	0	0	118	37	32
23:00	0	1	5	13	33	24	5	1	0	0	0	0	0	82	37	33
Total	242	192	612	2678	3628	1280	219	28	1	0	0	0	0	8880		
%	2.7%	2.2%	6.9%	30.2%	40.9%	14.4%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	07:00	07:00	08:00	06:00	06:00	04:00						07:00		
Vol.	26	15	80	290	305	103	21	2						731		
PM Peak	14:00	14:00	14:00	14:00	15:00	16:00	17:00	13:00	22:00					14:00		
Vol.	28	33	82	198	265	94	24	3	1					667		

Stats

15th Percentile :	24 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	6306
Percent in Pace :	71.0%
Number of Vehicles > 30 MPH :	4430
Percent of Vehicles > 30 MPH :	49.9%

PRECISION
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Crescent Street WB
west of Otis Street
City,State: Brockton, MA
Client: BSC/S.Offei-Addo
WB

186458 F WB Speed
Site Code: TBD

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
10/04/ 18	0	0	2	17	19	11	3	0	0	0	0	0	0	52	36	32
01:00	1	3	1	6	9	4	2	0	0	0	0	0	0	26	36	29
02:00	0	0	1	4	12	2	2	0	0	0	0	0	0	21	36	32
03:00	0	0	2	3	11	4	3	0	0	0	0	0	0	23	38	33
04:00	1	0	0	1	41	34	9	0	0	0	0	0	0	86	38	35
05:00	6	0	0	14	96	80	26	**6**	0	0	0	0	0	228	38	34
06:00	6	3	8	79	182	125	**29**	6	0	0	0	0	0	438	37	33
07:00	16	6	49	**249**	269	88	12	1	0	0	0	0	0	**690**	33	30
08:00	12	2	21	152	**341**	**145**	14	1	0	0	0	0	0	688	35	31
09:00	11	1	22	146	290	104	8	2	0	0	0	0	0	584	35	31
10:00	14	3	14	126	288	92	15	1	0	0	0	0	0	553	35	31
11:00	**18**	**25**	**62**	208	207	60	11	2	0	0	0	0	0	593	33	29
12 PM	23	14	41	**205**	253	98	16	**5**	0	0	0	0	0	**655**	35	30
13:00	27	5	20	126	**281**	**112**	**18**	4	0	0	0	0	0	593	36	31
14:00	**31**	**20**	**63**	161	235	93	11	2	0	0	0	0	0	616	34	29
15:00	12	5	32	138	272	98	17	1	**1**	0	0	0	0	576	35	31
16:00	11	9	25	146	240	107	18	1	0	0	0	0	0	557	35	31
17:00	5	8	21	117	223	103	10	1	0	0	0	0	0	488	35	31
18:00	11	6	17	105	181	72	17	2	0	0	0	0	0	411	36	31
19:00	8	6	17	90	128	56	10	1	0	0	0	0	0	316	35	30
20:00	8	10	28	102	128	55	11	1	0	0	0	0	0	343	35	30
21:00	10	6	12	67	88	34	7	0	1	0	0	0	0	225	35	30
22:00	5	2	2	23	58	34	5	1	0	0	0	0	0	130	37	32
23:00	3	2	4	17	47	24	6	2	0	0	0	0	0	105	37	32
Total	239	136	464	2302	3899	1635	280	40	2	0	0	0	0	8997		
%	2.7%	1.5%	5.2%	25.6%	43.3%	18.2%	3.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	07:00	08:00	08:00	06:00	05:00						07:00		
Vol.	18	25	62	249	341	145	29	6						690		
PM Peak	14:00	14:00	14:00	12:00	13:00	13:00	13:00	12:00	15:00					12:00		
Vol.	31	20	63	205	281	112	18	5	1					655		

Stats

15th Percentile :	25 MPH
50th Percentile :	30 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	25-34 MPH
Number in Pace :	6201
Percent in Pace :	68.9%
Number of Vehicles > 30 MPH :	5076
Percent of Vehicles > 30 MPH :	56.4%

Crescent Street WB
west of Otis Street
City,State: Brockton, MA
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186458 F WB Volume
Site Code: TBD

Start Time	A.M.	WB	P.M.												
															Wed 10/3/2018
12:00	13		199												
12:15	16		137												
12:30	10		124												
12:45	7	46	146	606											
01:00	10		135												
01:15	7		119												
01:30	2		133												
01:45	3	22	140	527											
02:00	4		135												
02:15	2		150												
02:30	3		212												
02:45	4	13	170	667											
03:00	5		139												
03:15	6		137												
03:30	8		179												
03:45	7	26	150	605											
04:00	8		150												
04:15	12		142												
04:30	21		159												
04:45	37	78	116	567											
05:00	39		139												
05:15	53		119												
05:30	61		126												
05:45	67	220	113	497											
06:00	92		110												
06:15	104		88												
06:30	107		93												
06:45	136	439	111	402											
07:00	112		84												
07:15	155		75												
07:30	211		95												
07:45	253	731	63	317											
08:00	197		71												
08:15	164		68												
08:30	162		66												
08:45	168	691	84	289											
09:00	164		119												
09:15	158		75												
09:30	126		65												
09:45	117	565	40	299											
10:00	139		37												
10:15	114		31												
10:30	110		27												
10:45	128	491	23	118											
11:00	139		22												
11:15	125		26												
11:30	156		23												
11:45	162	582	11	82											
Total	3904		4976												
Percent			100.0 %		0.0%		0.0%								
Day Total		8880													
Peak	07:30	-	02:15	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	825	-	671	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.815		0.791												

Crescent Street WB
west of Otis Street
City,State: Brockton, MA
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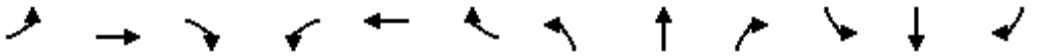
186458 F WB Volume
Site Code: TBD

Start Time	A.M.	WB	P.M.												
															Thu 10/4/2018
12:00	22		162												
12:15	12		169												
12:30	7		168												
12:45	11	52	156	655											
01:00	5		176												
01:15	5		142												
01:30	10		133												
01:45	6	26	142	593											
02:00	11		176												
02:15	2		155												
02:30	6		157												
02:45	2	21	128	616											
03:00	5		123												
03:15	5		143												
03:30	5		140												
03:45	8	23	170	576											
04:00	17		137												
04:15	11		140												
04:30	27		149												
04:45	31	86	131	557											
05:00	35		126												
05:15	55		120												
05:30	69		136												
05:45	69	228	106	488											
06:00	79		103												
06:15	118		114												
06:30	109		92												
06:45	132	438	102	411											
07:00	126		82												
07:15	156		83												
07:30	176		75												
07:45	232	690	76	316											
08:00	165		71												
08:15	184		86												
08:30	172		73												
08:45	167	688	113	343											
09:00	147		91												
09:15	142		52												
09:30	146		48												
09:45	149	584	34	225											
10:00	142		37												
10:15	128		38												
10:30	118		31												
10:45	165	553	24	130											
11:00	144		24												
11:15	137		36												
11:30	174		22												
11:45	138	593	23	105											
Total	3982		5015												
Percent			100.0 %		0.0%		0.0%								
Day Total		8997													
Peak	07:30	-	00:15	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	757	-	669	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.816		0.950												

Appendix E: Capacity Analysis Synchro Reports



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	53	33	265	93	0	0	0	0	152	569	4
Future Volume (vph)	0	53	33	265	93	0	0	0	0	152	569	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12	12	12	12	14	14	14
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.948									0.999	
Flt Protected				0.950	0.973						0.990	
Satd. Flow (prot)	0	1921	0	1649	1947	0	0	0	0	0	3747	0
Flt Permitted				0.950	0.973						0.990	
Satd. Flow (perm)	0	1921	0	1649	1947	0	0	0	0	0	3747	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		32										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			280	
Travel Time (s)		8.5			19.7			7.8			6.4	
Peak Hour Factor	0.58	0.58	0.58	0.93	0.93	0.93	0.25	0.25	0.25	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	4%	1%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	0	91	57	285	100	0	0	0	0	171	639	4
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	0	148	0	162	223	0	0	0	0	0	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template												
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		50		50	50					50	50	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4		6	6					2	2	
Permitted Phases												
Detector Phase		4		6	6					2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		8.0	8.0					10.0	10.0	
Minimum Split (s)		9.0		12.0	12.0					14.0	14.0	
Total Split (s)		32.0		14.0	14.0					54.0	54.0	
Total Split (%)		32.0%		14.0%	14.0%					54.0%	54.0%	
Maximum Green (s)		28.0		10.0	10.0					50.0	50.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0		3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.5	2.5					4.5	4.5	
Recall Mode		None		None	None					Min	Min	
Act Effct Green (s)		8.9		11.5	11.5						20.8	
Actuated g/C Ratio		0.19		0.24	0.24						0.43	
v/c Ratio		0.39		0.41	0.48						0.50	
Control Delay		19.1		23.0	23.7						11.6	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		19.1		23.0	23.7						11.6	
LOS		B		C	C						B	
Approach Delay		19.1			23.4						11.6	
Approach LOS		B			C						B	
Queue Length 50th (ft)		29		42	58						86	
Queue Length 95th (ft)		46		113	#163						141	
Internal Link Dist (ft)		294			788			265			200	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1229		396	468						3589	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.12		0.41	0.48						0.23	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	85	447	143	161
Future Volume (vph)	0	0	85	447	143	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.929	
Flt Protected				0.992		
Satd. Flow (prot)	0	0	0	1808	1709	0
Flt Permitted				0.992		
Satd. Flow (perm)	0	0	0	1808	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1148			531	743	
Travel Time (s)	26.1			12.1	16.9	
Peak Hour Factor	0.25	0.25	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	0%	0%	11%	3%	7%	0%
Adj. Flow (vph)	0	0	92	486	159	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	578	338	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

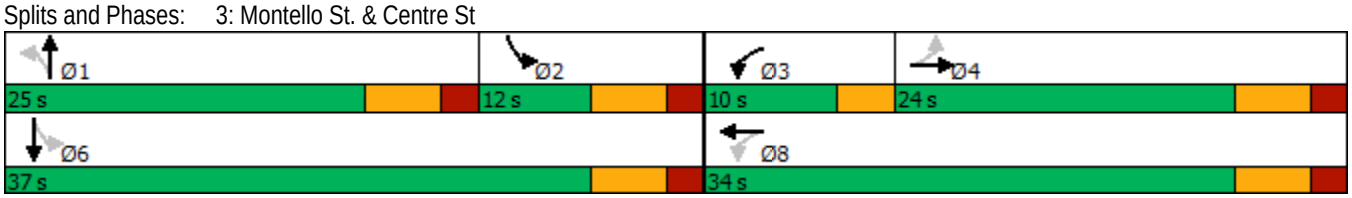
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 52.3% ICU Level of Service A
Analysis Period (min) 15

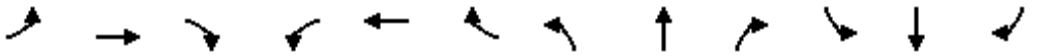
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	264	24	63	272	45	5	300	31	58	316	31
Future Volume (vph)	21	264	24	63	272	45	5	300	31	58	316	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.984			0.988			0.987	
Flt Protected		0.997			0.992			0.999		0.950		
Satd. Flow (prot)	0	1812	0	0	1829	0	0	1790	0	1694	1744	0
Flt Permitted		0.959			0.891			0.991		0.427		
Satd. Flow (perm)	0	1743	0	0	1643	0	0	1776	0	761	1744	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			238	
Travel Time (s)		17.5			10.8			14.3			5.4	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	7%	8%	11%	7%	11%	0%	5%	3%	3%	8%	3%
Adj. Flow (vph)	23	290	26	67	289	48	6	353	36	68	372	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	339	0	0	404	0	0	395	0	68	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			1		2	6	
Permitted Phases	4			8			1			6		
Detector Phase	4	4		3	8		1	1		2	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		5.0	8.0		9.0	9.0		5.0	9.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	14.0	14.0		8.0	14.0		15.0	15.0		11.0	15.0	
Total Split (s)	24.0	24.0		10.0	34.0		25.0	25.0		12.0	37.0	
Total Split (%)	33.8%	33.8%		14.1%	47.9%		35.2%	35.2%		16.9%	52.1%	
Maximum Green (s)	18.0	18.0		7.0	28.0		19.0	19.0		6.0	31.0	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		19.5			19.5			16.9		26.0	22.2	
Actuated g/C Ratio		0.37			0.37			0.32		0.49	0.42	
v/c Ratio		0.53			0.67			0.70		0.14	0.56	
Control Delay		17.9			21.6			27.2		11.3	15.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		17.9			21.6			27.2		11.3	15.4	
LOS		B			C			C		B	B	
Approach Delay		17.9			21.6			27.2			14.8	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		101			129			127		12	92	
Queue Length 95th (ft)		170			216			#258		35	184	
Internal Link Dist (ft)		689			393			549			158	
Turn Bay Length (ft)										100		
Base Capacity (vph)		795			1011			753		529	1160	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.43			0.40			0.52		0.13	0.35	

Intersection Summary
Area Type: Other
Cycle Length: 71
Actuated Cycle Length: 52.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Montello St. & Centre St



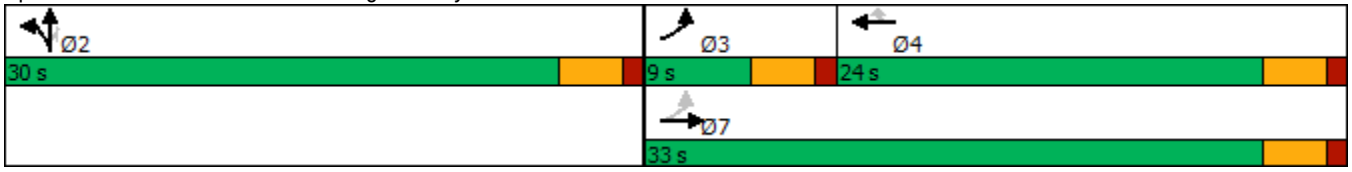


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	186	0	0	279	24	68	560	154	0	0	0
Future Volume (vph)	37	186	0	0	279	24	68	560	154	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	15	12	10	12	12	12
Storage Length (ft)	100		0	0		50	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.995				
Satd. Flow (prot)	1752	1538	0	0	1733	1134	0	3396	1209	0	0	0
Flt Permitted	0.394							0.995				
Satd. Flow (perm)	727	1538	0	0	1733	1134	0	3396	1209	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			235	
Travel Time (s)		19.7			17.5			7.9			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.94	0.94	0.94	0.25	0.25	0.25
Heavy Vehicles (%)	3%	5%	0%	0%	6%	17%	4%	6%	6%	0%	0%	0%
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	44	219	0	0	297	26	72	596	164	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	219	0	0	297	26	0	668	164	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.23	1.00	1.04	1.04	1.28	0.88	1.00	1.34	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	3	7			4		2	2				
Permitted Phases	7					4			2			
Detector Phase	3	7			4	4	2	2	2			
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0			12.0	12.0	14.0	14.0	14.0			
Minimum Split (s)	9.0	16.0			16.0	16.0	18.0	18.0	18.0			
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0			
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%			
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0	-1.0			
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	4.0			4.0	4.0	4.0	4.0	4.0			
Recall Mode	None	None			None	None	Min	Min	Min			
Act Effct Green (s)	19.2	19.2			16.5	16.5		19.9	19.9			
Actuated g/C Ratio	0.42	0.42			0.36	0.36		0.44	0.44			
v/c Ratio	0.10	0.34			0.47	0.06		0.45	0.31			
Control Delay	8.8	10.8			16.4	13.4		11.2	12.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	8.8	10.8			16.4	13.4		11.2	12.1			
LOS	A	B			B	B		B	B			
Approach Delay		10.5			16.1			11.4				
Approach LOS		B			B			B				
Queue Length 50th (ft)	6	34			48	4		46	20			
Queue Length 95th (ft)	21	83			157	22		132	80			
Internal Link Dist (ft)		788			689			266			155	
Turn Bay Length (ft)	100					50			100			
Base Capacity (vph)	450	1081			853	558		2149	765			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.10	0.20			0.35	0.05		0.31	0.21			

Intersection Summary
Area Type: Other
Cycle Length: 63
Actuated Cycle Length: 45.5
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

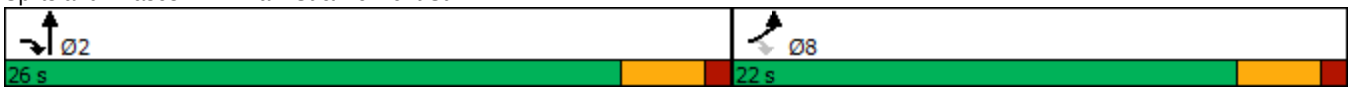


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	592	111	0	456	0	0
Future Volume (vph)	592	111	0	456	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12
Storage Length (ft)	0	250	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2973	1321	0	1737	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	2973	1321	0	1737	0	0
Right Turn on Red	Yes	Yes				No
Satd. Flow (RTOR)	535					
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			1360	254	
Travel Time (s)	16.6			30.9	5.8	
Peak Hour Factor	0.97	0.97	0.90	0.90	0.25	0.25
Heavy Vehicles (%)	6%	10%	0%	5%	0%	0%
Adj. Flow (vph)	610	114	0	507	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	610	114	0	507	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.05	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1		
Detector Template						
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Detector 1 Position(ft)	0	0		0		
Detector 1 Size(ft)	50	50		50		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		
Turn Type	Prot	custom		NA		
Protected Phases	8	2		2		
Permitted Phases		8				
Detector Phase	8	2		2		
Switch Phase						
Minimum Initial (s)	6.5	8.0		8.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.5	12.0		12.0		
Total Split (s)	22.0	26.0		26.0		
Total Split (%)	45.8%	54.2%		54.2%		
Maximum Green (s)	18.0	22.0		22.0		
Yellow Time (s)	3.0	3.0		3.0		
All-Red Time (s)	1.0	1.0		1.0		
Lost Time Adjust (s)	-1.0	-1.0		-1.0		
Total Lost Time (s)	3.0	3.0		3.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	3.0		3.0		
Recall Mode	None	Min		Min		
Act Effct Green (s)	8.2	29.1		14.7		
Actuated g/C Ratio	0.28	1.00		0.51		
v/c Ratio	0.50	0.09		0.58		
Control Delay	3.8	0.1		7.9		
Queue Delay	0.0	0.0		0.0		
Total Delay	3.8	0.1		7.9		
LOS	A	A		A		
Approach Delay	3.2			7.9		
Approach LOS	A			A		
Queue Length 50th (ft)	4	0		38		
Queue Length 95th (ft)	34	0		101		
Internal Link Dist (ft)	652			1280	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	2180	1299		1417		
Starvation Cap Reductn	0	0		0		
Spillback Cap Reductn	0	0		0		
Storage Cap Reductn	0	0		0		
Reduced v/c Ratio	0.28	0.09		0.36		

Intersection Summary
Area Type: CBD
Cycle Length: 48
Actuated Cycle Length: 29.1
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Main St & Belmont St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	35	0	0	0	0	0	0	21	690	26
Future Volume (vph)	0	41	35	0	0	0	0	0	0	21	690	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.938									0.995	
Flt Protected											0.999	
Satd. Flow (prot)	0	1753	0	0	0	0	0	0	0	0	3449	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	1753	0	0	0	0	0	0	0	0	3449	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			927			280			386	
Travel Time (s)		9.8			21.1			6.4			8.8	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%	4%	8%
Adj. Flow (vph)	0	48	41	0	0	0	0	0	0	21	704	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	0	0	0	0	0	0	752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	35	0	0	0	0	0	0	21	690	26
Future Vol, veh/h	0	41	35	0	0	0	0	0	0	21	690	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	90	90	90	90	90	90	98	98	98
Heavy Vehicles, %	0	0	11	0	0	0	0	0	0	0	4	8
Mvmt Flow	0	48	41	0	0	0	0	0	0	21	704	27

Major/Minor	Minor2								Major2		
Conflicting Flow All	-	760	366						0	0	0
Stage 1	-	760	-						-	-	-
Stage 2	-	0	-						-	-	-
Critical Hdwy	-	6.5	7.12						4.1	-	-
Critical Hdwy Stg 1	-	5.5	-						-	-	-
Critical Hdwy Stg 2	-	-	-						-	-	-
Follow-up Hdwy	-	4	3.41						2.2	-	-
Pot Cap-1 Maneuver	0	338	606						-	-	-
Stage 1	0	417	-						-	-	-
Stage 2	0	-	-						-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	0	606						-	-	-
Mov Cap-2 Maneuver	-	0	-						-	-	-
Stage 1	-	0	-						-	-	-
Stage 2	-	0	-						-	-	-

Approach	EB	SB
HCM Control Delay, s	12	
HCM LOS	B	

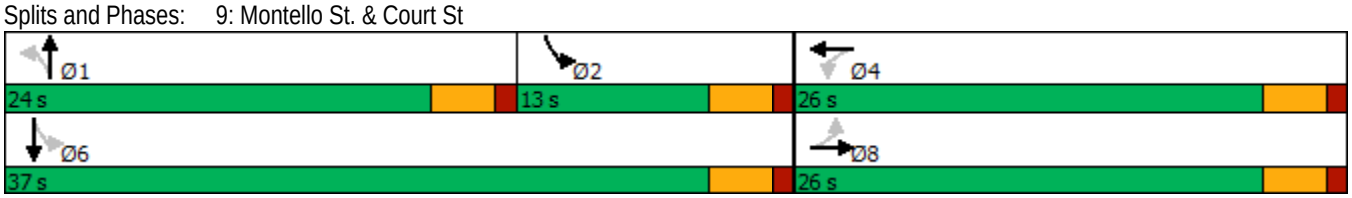
Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	606	-	-	-
HCM Lane V/C Ratio	0.146	-	-	-
HCM Control Delay (s)	12	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	372	64	24	374	340	26	316	16	176	332	23
Future Volume (vph)	36	372	64	24	374	340	26	316	16	176	332	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		0	0		0	175		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.931			0.994			0.990	
Flt Protected	0.950				0.998			0.996		0.950		
Satd. Flow (prot)	1454	1572	0	0	2885	0	0	1715	0	1496	1528	0
Flt Permitted	0.206				0.933			0.955		0.392		
Satd. Flow (perm)	315	1572	0	0	2697	0	0	1645	0	617	1528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			300			1520	
Travel Time (s)		16.4			10.0			6.8			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.88	0.88	0.88	0.87	0.87	0.87
Heavy Vehicles (%)	8%	3%	2%	8%	5%	4%	8%	5%	6%	5%	7%	9%
Adj. Flow (vph)	39	404	70	28	430	391	30	359	18	202	382	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	474	0	0	849	0	0	407	0	202	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			1		2	6	
Permitted Phases	8			4			1			6		
Detector Phase	8	8		4	4		1	1		2	6	
Switch Phase												
Minimum Initial (s)	11.2	11.2		11.2	11.2		14.0	14.0		4.5	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.2	15.2		15.2	15.2		18.0	18.0		8.5	18.0	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		13.0	37.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		38.1%	38.1%		20.6%	58.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		20.0	20.0		9.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.2	3.2		3.2	3.2		4.0	4.0		1.5	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	21.9	21.9			21.9			19.2		28.3	28.3	
Actuated g/C Ratio	0.39	0.39			0.39			0.34		0.50	0.50	
v/c Ratio	0.32	0.77			0.81			0.73		0.50	0.53	
Control Delay	21.7	26.9			23.8			25.9		16.6	12.8	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	21.7	26.9			23.8			25.9		16.6	12.8	
LOS	C	C			C			C		B	B	
Approach Delay		26.5			23.8			25.9			14.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	9	139			133			119		37	89	
Queue Length 95th (ft)	36	#301			#231			#226		68	148	
Internal Link Dist (ft)		640			360			220			1440	
Turn Bay Length (ft)										175		
Base Capacity (vph)	129	648			1111			619		511	931	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.30	0.73			0.76			0.66		0.40	0.44	

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 56.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 96.5% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Montello St. & Court St

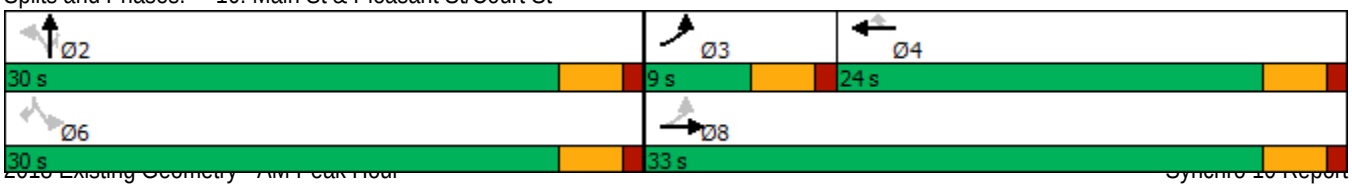


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	408	0	0	378	52	200	401	72	32	0	114
Future Volume (vph)	71	408	0	0	378	52	200	401	72	32	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	10	10	10
Storage Length (ft)	100		0	0		0	0		50	0		75
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1428	1589	0	0	1574	1106	1236	1559	1194	1516	0	1280
Flt Permitted	0.244						0.950			0.323		
Satd. Flow (perm)	367	1589	0	0	1574	1106	1236	1559	1194	516	0	1280
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						87			87			144
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			282			531	
Travel Time (s)		9.9			16.4			6.4			12.1	
Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.87	0.87	0.87	0.79	0.79	0.79
Heavy Vehicles (%)	10%	4%	0%	0%	5%	8%	8%	6%	0%	0%	0%	6%
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	76	439	0	0	445	61	230	461	83	41	0	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	439	0	0	445	61	230	461	83	41	0	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.46	1.46	1.19	1.46	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1	1		1
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50	50		50
Trailing Detector (ft)	0	0			0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0			0	0	0	0	0	0		0
Detector 1 Size(ft)	50	50			50	50	50	50	50	50		50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm	Perm		Perm
Protected Phases	3	8			4			2				
Permitted Phases	8					4	2		2	6		6
Detector Phase	3	8			4	4	2	2	2	6		6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	11.5			11.5	11.5	14.0	14.0	14.0	14.0		14.0
Minimum Split (s)	9.0	15.5			15.5	15.5	18.0	18.0	18.0	18.0		18.0
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0	30.0		30.0
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%	47.6%		47.6%
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0	26.0		26.0
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	3.5			3.5	3.5	4.0	4.0	4.0	4.0		4.0
Recall Mode	None	None			None	None	Min	Min	Min	Min		Min
Act Effct Green (s)	23.9	23.9			19.4	19.4	22.7	22.7	22.7	22.7		22.7
Actuated g/C Ratio	0.45	0.45			0.37	0.37	0.43	0.43	0.43	0.43		0.43
v/c Ratio	0.26	0.61			0.78	0.13	0.43	0.69	0.15	0.19		0.23
Control Delay	11.3	15.8			29.6	3.2	15.3	20.1	3.6	13.8		3.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	11.3	15.8			29.6	3.2	15.3	20.1	3.6	13.8		3.5
LOS	B	B			C	A	B	C	A	B		A
Approach Delay		15.1			26.4			16.9			5.8	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)	15	110			151	0	59	137	0	9		0
Queue Length 95th (ft)	35	196			#278	12	108	223	19	25		19
Internal Link Dist (ft)		355			640			202			451	
Turn Bay Length (ft)	100								50			75
Base Capacity (vph)	293	957			664	517	670	845	687	280		760
Starvation Cap Reductn	0	0			0	0	0	0	0	0		0
Spillback Cap Reductn	0	0			0	0	0	0	0	0		0
Storage Cap Reductn	0	0			0	0	0	0	0	0		0
Reduced v/c Ratio	0.26	0.46			0.67	0.12	0.34	0.55	0.12	0.15		0.19

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 53
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Main St & Pleasant St/Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	5	0	0	0	0	0	611	10	0	0	0
Future Volume (vph)	57	5	0	0	0	0	0	611	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.998				
Flt Protected		0.956										
Satd. Flow (prot)	0	2059	0	0	0	2153	0	3820	0	0	0	0
Flt Permitted		0.956										
Satd. Flow (perm)	0	2059	0	0	0	2153	0	3820	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		927			744			235			282	
Travel Time (s)		21.1			16.9			5.3			6.4	
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%
Adj. Flow (vph)	63	5	0	0	0	0	0	671	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	0	0	0	682	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.3% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	5	0	0	0	0	0	611	10	0	0	0
Future Vol, veh/h	57	5	0	0	0	0	0	611	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	90	90	90	91	91	91	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	63	5	0	0	0	0	0	671	11	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	336	682	-	-	-	341	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	336	682	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	599	375	0	0	0	661	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	657	453	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	599	375	-	-	-	661	-	-	-
Mov Cap-2 Maneuver	599	375	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	657	453	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.2	0	0
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	571	-
HCM Lane V/C Ratio	-	-	0.119	-
HCM Control Delay (s)	-	-	12.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	-

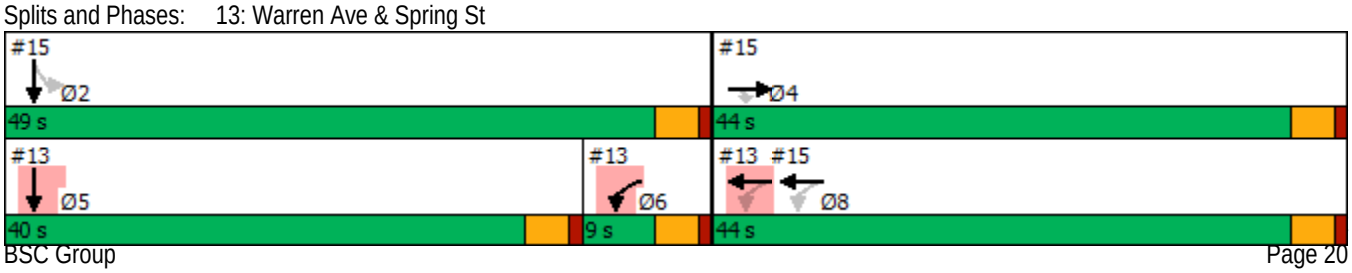
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	110	83	53	0	0	0	0	208	34
Future Volume (vph)	0	0	0	110	83	53	0	0	0	0	208	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.968						0.979	
Flt Protected					0.978							
Satd. Flow (prot)	0	0	0	0	3127	0	0	0	0	0	3184	0
Flt Permitted					0.978							
Satd. Flow (perm)	0	0	0	0	3127	0	0	0	0	0	3184	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			1148			224			489	
Travel Time (s)		10.3			26.1			5.1			11.1	
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	5%	5%	8%	0%	0%	0%	0%	8%	3%
Adj. Flow (vph)	0	0	0	124	93	60	0	0	0	0	236	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	277	0	0	0	0	0	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2						2	
Detector Template				Left	Thru						Thru	
Leading Detector (ft)				20	100						100	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				20	6						6	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				pm+pt	NA						NA	
Protected Phases				6	8						5	
Permitted Phases				8								
Detector Phase				6	8						5	

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	10.0						10.0	
Minimum Split (s)				9.0	14.0						14.0	
Total Split (s)				9.0	44.0						40.0	
Total Split (%)				9.7%	47.3%						43.0%	
Maximum Green (s)				5.0	40.0						36.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.0						4.0	
Lead/Lag				Lag							Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				0.2	4.5						1.5	
Recall Mode				None	None						Min	
Act Effct Green (s)					38.1						11.7	
Actuated g/C Ratio					0.66						0.20	
v/c Ratio					0.13						0.43	
Control Delay					4.1						22.9	
Queue Delay					0.0						0.0	
Total Delay					4.1						22.9	
LOS					A						C	
Approach Delay					4.1						22.9	
Approach LOS					A						C	
Queue Length 50th (ft)					14						46	
Queue Length 95th (ft)					31						75	
Internal Link Dist (ft)		373			1068			144			409	
Turn Bay Length (ft)												
Base Capacity (vph)					2175						1993	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.13						0.14	

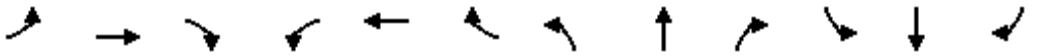
Intersection Summary
Area Type: Other
Cycle Length: 93
Actuated Cycle Length: 57.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 23.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: Warren Ave & Spring St



Lane Group	Ø2	Ø4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	14.0	14.0
Total Split (s)	49.0	44.0
Total Split (%)	53%	47%
Maximum Green (s)	45.0	40.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	4.5
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



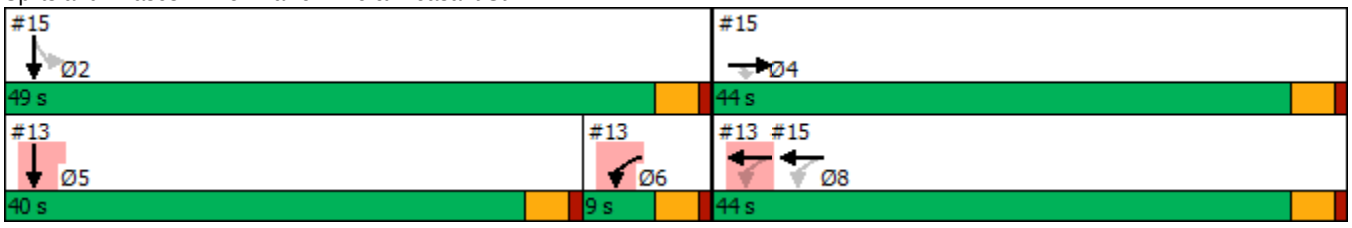
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	469	237	169	503	0	0	0	0	23	331	0
Future Volume (vph)	0	469	237	169	503	0	0	0	0	23	331	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	14	14
Storage Length (ft)	0		100	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt			0.850									
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	1613	1371	1562	1598	0	0	0	0	0	3235	0
Flt Permitted				0.442							0.997	
Satd. Flow (perm)	0	1613	1371	727	1598	0	0	0	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			175									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			585			386			224	
Travel Time (s)		12.0			13.3			8.8			5.1	
Peak Hour Factor	0.98	0.98	0.98	0.82	0.82	0.82	0.25	0.25	0.25	0.86	0.86	0.86
Heavy Vehicles (%)	0%	6%	6%	4%	7%	0%	0%	0%	0%	4%	7%	0%
Adj. Flow (vph)	0	479	242	206	613	0	0	0	0	27	385	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	479	242	206	613	0	0	0	0	0	412	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		50	50	50	50					50	50	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Detector Phase		4	4	8	8					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					14.0	14.0	
Total Split (s)		44.0	44.0	44.0	44.0					49.0	49.0	
Total Split (%)		47.3%	47.3%	47.3%	47.3%					52.7%	52.7%	
Maximum Green (s)		40.0	40.0	40.0	40.0					45.0	45.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		4.5	4.5	4.5	4.5					1.5	1.5	
Recall Mode		None	None	None	None					Min	Min	
Act Effct Green (s)		39.1	39.1	39.1	39.1						12.7	
Actuated g/C Ratio		0.68	0.68	0.68	0.68						0.22	
v/c Ratio		0.44	0.25	0.42	0.57						0.58	
Control Delay		6.1	2.0	7.8	7.8						15.7	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		6.1	2.0	7.8	7.8						15.7	
LOS		A	A	A	A						B	
Approach Delay		4.7			7.8						15.7	
Approach LOS		A			A						B	
Queue Length 50th (ft)		58	6	25	85						36	
Queue Length 95th (ft)		128	28	62	158						54	
Internal Link Dist (ft)		448			505			306			144	
Turn Bay Length (ft)			100	100								
Base Capacity (vph)		1150	1027	518	1139						2587	
Starvation Cap Reductn		0	0	0	0						41	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.42	0.24	0.40	0.54						0.16	

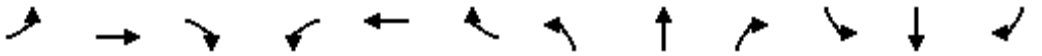
Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 57.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Warren Ave & Pleasant St



Lane Group	Ø5	Ø6
Minimum Split (s)	14.0	9.0
Total Split (s)	40.0	9.0
Total Split (%)	43%	10%
Maximum Green (s)	36.0	5.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	0.2
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

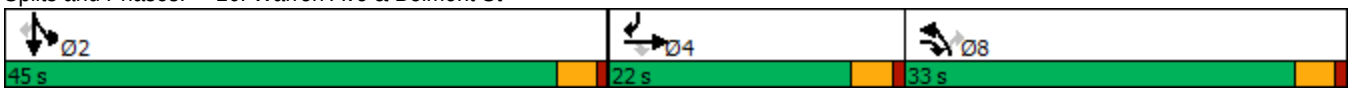


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	60	0	0	0	122	0	191	152	220	347
Future Volume (vph)	0	539	60	0	0	0	122	0	191	152	220	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Storage Length (ft)	0		100	0		0	0		100	0		100
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1405
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1405
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			42						215	163		373
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.85	0.85	0.85	0.25	0.25	0.25	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	634	71	0	0	0	137	0	215	163	237	373
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	71	0	0	0	137	0	215	163	237	373
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.25	1.25	1.25	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1				1		1	1	1	1
Detector Template												
Leading Detector (ft)		50	50				50		50	50	50	50
Trailing Detector (ft)		0	0				0		0	0	0	0
Detector 1 Position(ft)		0	0				0		0	0	0	0
Detector 1 Size(ft)		50	50				50		50	50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Turn Type		NA	pm+ov				Prot		Perm	Split	NA	custom
Protected Phases		4	8				8			2	2	4
Permitted Phases			4						8			2
Detector Phase		4	8				8		8	2	2	4
Switch Phase												
Minimum Initial (s)		5.0	10.0				10.0		10.0	10.0	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		9.0	14.0				14.0		14.0	14.0	14.0	9.0
Total Split (s)		22.0	33.0				33.0		33.0	45.0	45.0	22.0
Total Split (%)		22.0%	33.0%				33.0%		33.0%	45.0%	45.0%	22.0%
Maximum Green (s)		18.0	29.0				29.0		29.0	41.0	41.0	18.0
Yellow Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
All-Red Time (s)		1.0	1.0				1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0				-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	4.5				4.5		4.5	4.5	4.5	2.0
Recall Mode		None	Min				Min		Min	Min	Min	None
Act Effct Green (s)		19.3	36.4				14.1		14.1	16.7	16.7	39.0
Actuated g/C Ratio		0.33	0.61				0.24		0.24	0.28	0.28	0.66
v/c Ratio		1.18	0.08				0.38		0.44	0.29	0.51	0.35
Control Delay		122.1	3.5				23.4		6.7	4.9	22.4	1.6
Queue Delay		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Total Delay		122.1	3.5				23.4		6.7	4.9	22.4	1.6
LOS		F	A				C		A	A	C	A
Approach Delay		110.1						13.2			8.7	
Approach LOS		F						B			A	
Queue Length 50th (ft)		~262	3				40		0	0	67	0
Queue Length 95th (ft)		#548	19				94		46	37	142	26
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)			100						100			100
Base Capacity (vph)		539	1250				781		803	1178	1192	1053
Starvation Cap Reductn		0	0				0		0	0	0	0
Spillback Cap Reductn		0	0				0		0	0	0	0
Storage Cap Reductn		0	0				0		0	0	0	0
Reduced v/c Ratio		1.18	0.06				0.18		0.27	0.14	0.20	0.35

Intersection Summary
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 59.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 48.6 Intersection LOS: D
Intersection Capacity Utilization 64.0% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Warren Ave & Belmont St



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	1	0	70	4	2	40	54	1	4	5	631	1
Future Volume (vph)	1	0	70	4	2	40	54	1	4	5	631	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867				0.926			0.932			
Flt Protected		0.999				0.997			0.976			
Satd. Flow (prot)	0	1684	0	0	0	1772	0	0	1671	0	2049	0
Flt Permitted		0.999				0.997			0.976			
Satd. Flow (perm)	0	1684	0	0	0	1772	0	0	1671	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		740				453			384		1235	
Travel Time (s)		16.8				10.3			8.7		28.1	
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.81	0.63	0.63	0.63	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	1	0	79	5	2	49	67	2	6	8	651	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	0	123	0	0	16	0	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	1	24	451
Future Volume (vph)	1	24	451
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			528
Travel Time (s)			12.0
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	1	26	480
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	507
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	516	14	0	0	0	18	262	60	60	266	103
Future Volume (vph)	67	516	14	0	0	0	18	262	60	60	266	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	10	10	10
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.976				0.850
Flt Protected		0.994						0.997			0.991	
Satd. Flow (prot)	0	2889	0	0	0	0	0	1572	0	0	1472	1304
Flt Permitted		0.994						0.973			0.879	
Satd. Flow (perm)	0	2889	0	0	0	0	0	1535	0	0	1306	1304
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			2546			413	
Travel Time (s)		19.5			11.0			57.9			9.4	
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.80	0.80	0.80	0.84	0.84	0.84
Heavy Vehicles (%)	2%	8%	21%	0%	0%	0%	6%	6%	5%	5%	8%	4%
Adj. Flow (vph)	75	580	16	0	0	0	23	328	75	71	317	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	671	0	0	0	0	0	426	0	0	388	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	50
Trailing Detector (ft)	0	0					0	0		0	0	0
Detector 1 Position(ft)	0	0					0	0		0	0	0
Detector 1 Size(ft)	50	50					50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA					Perm	NA		pm+pt	NA	Perm
Protected Phases	8	8						6		5	2	
Permitted Phases							6			2		2
Detector Phase	8	8					6	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.5	5.5					5.5	5.5		5.5	5.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	9.5					9.5	9.5		9.5	9.5	9.5
Total Split (s)	24.0	24.0					26.0	26.0		26.0	52.0	52.0
Total Split (%)	31.6%	31.6%					34.2%	34.2%		34.2%	68.4%	68.4%
Maximum Green (s)	20.0	20.0					22.0	22.0		22.0	48.0	48.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0						-1.0			-1.0	-1.0
Total Lost Time (s)		3.0						3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		0.5	0.5	0.5
Recall Mode	None	None					Min	Min		None	Min	Min
Act Effct Green (s)		14.7						19.5			19.5	19.5
Actuated g/C Ratio		0.36						0.48			0.48	0.48
v/c Ratio		0.64						0.58			0.62	0.20
Control Delay		14.5						11.8			13.4	7.5
Queue Delay		0.0						0.0			0.0	0.0
Total Delay		14.5						11.8			13.4	7.5
LOS		B						B			B	A
Approach Delay		14.5						11.8			12.0	
Approach LOS		B						B			B	
Queue Length 50th (ft)		63						60			56	14
Queue Length 95th (ft)		126						125			133	39
Internal Link Dist (ft)		776			406			2466			333	
Turn Bay Length (ft)												100
Base Capacity (vph)		1559						924			1291	1289
Starvation Cap Reductn		0						0			0	0
Spillback Cap Reductn		0						0			0	0
Storage Cap Reductn		0						0			0	0
Reduced v/c Ratio		0.43						0.46			0.30	0.10

Intersection Summary
Area Type: CBD
Cycle Length: 76
Actuated Cycle Length: 40.4
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15

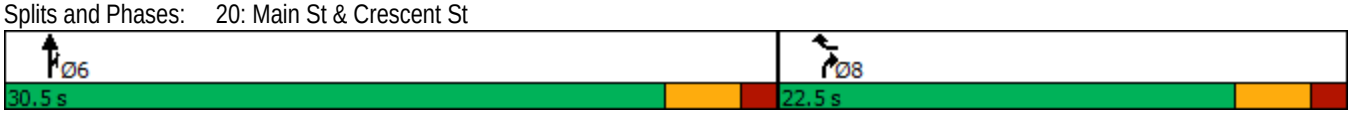
Splits and Phases: 19: Montello St. & Crescent St

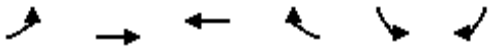
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	52	586	446	0	0
Future Volume (vph)	0	52	586	446	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1552	3185	1398	0	0
Flt Permitted						
Satd. Flow (perm)	0	1552	3185	1398	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		228				
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.71	0.71	0.96	0.96	0.90	0.90
Heavy Vehicles (%)	0%	8%	2%	4%	0%	0%
Adj. Flow (vph)	0	73	610	465	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	73	610	465	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	0.97	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	1	1		
Detector Template						
Leading Detector (ft)		50	50	50		
Trailing Detector (ft)		0	0	0		
Detector 1 Position(ft)		0	0	0		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	NA	custom		
Protected Phases		8	6	8 6		
Permitted Phases		8				
Detector Phase		8	6	8 6		
Switch Phase						
Minimum Initial (s)		8.0	8.0			
Minimum Split (s)		12.5	12.5			
Total Split (s)		22.5	30.5			
Total Split (%)		42.5%	57.5%			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)		18.0	26.0			
Yellow Time (s)		3.0	3.0			
All-Red Time (s)		1.5	1.5			
Lost Time Adjust (s)		-1.0	-1.0			
Total Lost Time (s)		3.5	3.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.5	3.0			
Recall Mode		None	Min			
Act Effct Green (s)		9.1	14.1	30.4		
Actuated g/C Ratio		0.30	0.46	1.00		
v/c Ratio		0.12	0.41	0.33		
Control Delay		0.4	6.0	0.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		0.4	6.0	0.6		
LOS		A	A	A		
Approach Delay	0.4		3.7			
Approach LOS	A		A			
Queue Length 50th (ft)		0	27	0		
Queue Length 95th (ft)		0	45	0		
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)						
Base Capacity (vph)		1068	2823	1398		
Starvation Cap Reductn		0	176	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.07	0.23	0.33		

Intersection Summary
Area Type: CBD
Cycle Length: 53
Actuated Cycle Length: 30.4
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 3.5 Intersection LOS: A
Intersection Capacity Utilization 34.0% ICU Level of Service A
Analysis Period (min) 15

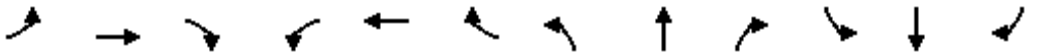
Splits and Phases: 20: Main St & Crescent St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	765	0	840	0	0
Future Volume (vph)	0	765	0	840	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	1292		340	
Travel Time (s)		5.0	29.4		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	850	0	933	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	850	0	933	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.7% ICU Level of Service A
Analysis Period (min) 15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	306	257	117	363	0	381	2	80	0	0	0
Future Volume (vph)	0	306	257	117	363	0	381	2	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938						0.853				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1818	0	1586	1912	0	1620	1378	0	0	1900	0
Flt Permitted				0.192			0.757					
Satd. Flow (perm)	0	1818	0	321	1912	0	1291	1378	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104						94				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.85	0.85	0.85	0.25	0.25	0.25
Heavy Vehicles (%)	0%	5%	4%	10%	6%	0%	4%	0%	6%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	340	286	127	395	0	448	2	94	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	626	0	127	395	0	448	96	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

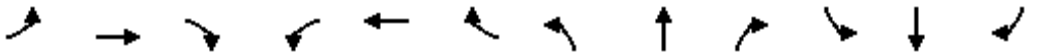
Lanes, Volumes, Timings
23: Commercial St. & Court St

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	64.0	64.0		64.0	64.0		26.0	26.0		26.0	26.0	
Total Split (%)	71.1%	71.1%		71.1%	71.1%		28.9%	28.9%		28.9%	28.9%	
Maximum Green (s)	60.0	60.0		60.0	60.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		20.8		20.8	20.8		23.3	23.3				
Actuated g/C Ratio		0.41		0.41	0.41		0.46	0.46				
v/c Ratio		0.77		0.95	0.50		0.75	0.14				
Control Delay		17.1		89.2	12.8		24.5	3.8				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		17.2		89.2	12.8		24.5	3.8				
LOS		B		F	B		C	A				
Approach Delay		17.2			31.4			20.9				
Approach LOS		B			C			C				
Queue Length 50th (ft)		121		34	80		97	0				
Queue Length 95th (ft)		217		#125	134		#281	22				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							150					
Base Capacity (vph)		1818		321	1912		599	690				
Starvation Cap Reductn		16		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.35		0.40	0.21		0.75	0.14				

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 50.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 82.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: Commercial St. & Court St

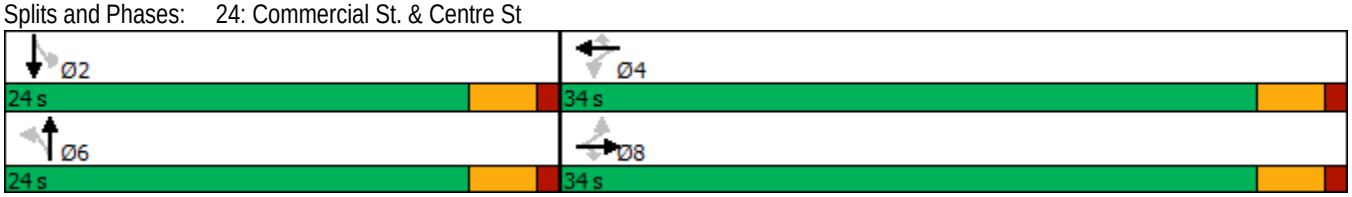


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	300	64	50	302	88	62	412	140	84	229	54
Future Volume (vph)	45	300	64	50	302	88	62	412	140	84	229	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	0		150	0		0	0		0	150		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.971	
Flt Protected		0.993			0.993			0.995		0.950		
Satd. Flow (prot)	0	1728	1487	0	1800	1574	0	1967	0	1652	2000	0
Flt Permitted		0.916			0.894			0.940		0.345		
Satd. Flow (perm)	0	1594	1487	0	1621	1574	0	1859	0	600	2000	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			95		29			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	29%	2%	5%	10%	8%	6%	8%	5%	6%	2%	4%	7%
Adj. Flow (vph)	54	357	76	54	325	95	69	458	156	95	260	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	411	76	0	379	95	0	683	0	95	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Detector Phase	8	8	8	4	4	4	6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0		8.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	24.0	24.0		24.0	24.0	
Total Split (%)	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	41.4%	41.4%		41.4%	41.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		16.2	16.2		16.2	16.2		21.3		21.3	21.3	
Actuated g/C Ratio		0.37	0.37		0.37	0.37		0.49		0.49	0.49	
v/c Ratio		0.69	0.13		0.63	0.15		0.74		0.33	0.32	
Control Delay		18.0	3.0		15.9	2.9		17.9		12.9	8.8	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		18.0	3.0		15.9	2.9		17.9		12.9	8.8	
LOS		B	A		B	A		B		B	A	
Approach Delay		15.7			13.3			17.9			9.7	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		81	0		72	0		113		13	39	
Queue Length 95th (ft)		133	14		133	17		#362		52	107	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)			150							150		
Base Capacity (vph)		1148	1092		1167	1160		922		292	988	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.36	0.07		0.32	0.08		0.74		0.33	0.32	

Intersection Summary
Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 43.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Commercial St. & Centre St

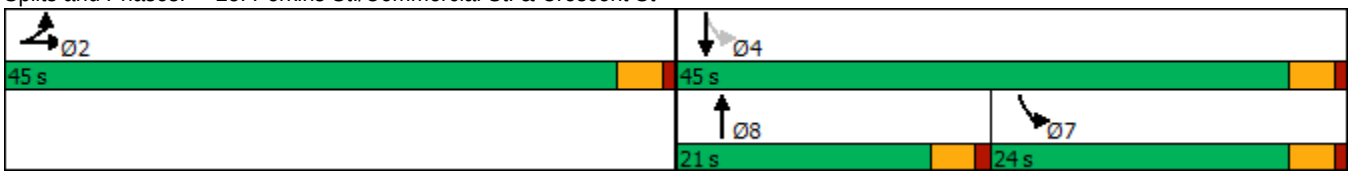


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	498	13	0	0	0	0	191	80	187	109	0
Future Volume (vph)	121	498	13	0	0	0	0	191	80	187	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.960				
Flt Protected		0.991									0.969	
Satd. Flow (prot)	0	3316	0	0	0	0	0	1754	0	0	1965	0
Flt Permitted		0.991									0.617	
Satd. Flow (perm)	0	3316	0	0	0	0	0	1754	0	0	1251	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.25	0.25	0.25	0.87	0.87	0.87	0.73	0.73	0.73
Heavy Vehicles (%)	14%	6%	8%	0%	0%	0%	0%	4%	4%	4%	10%	0%
Adj. Flow (vph)	142	586	15	0	0	0	0	220	92	256	149	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	743	0	0	0	0	0	312	0	0	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	20.0	20.0						20.0		9.0	20.0	
Total Split (s)	45.0	45.0						21.0		24.0	45.0	
Total Split (%)	50.0%	50.0%						23.3%		26.7%	50.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	41.0	41.0						17.0		20.0	41.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		None	Min	
Act Effct Green (s)		20.8						38.9			38.9	
Actuated g/C Ratio		0.32						0.59			0.59	
v/c Ratio		0.71						0.30			0.55	
Control Delay		24.4						8.7			12.9	
Queue Delay		0.0						0.0			1.9	
Total Delay		24.4						8.7			14.8	
LOS		C						A			B	
Approach Delay		24.4						8.7			14.8	
Approach LOS		C						A			B	
Queue Length 50th (ft)		146						58			91	
Queue Length 95th (ft)		187						121			147	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		2198						1034			829	
Starvation Cap Reductn		0						0			270	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.34						0.30			0.72	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.9
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 25: Perkins St./Commercial St. & Crescent St

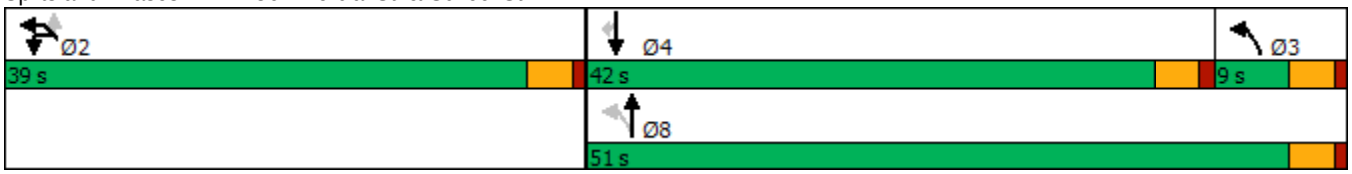


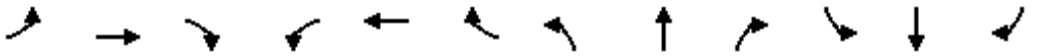
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	16	258	0	0	280	78	29	498	313
Future Volume (vph)	0	0	16	258	0	0	280	78	29	498	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		0		0	150
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	1719	2031	0	0	1766	1487	0	3297	1538
Flt Permitted			0.453							0.950	
Satd. Flow (perm)	0	0	820	2031	0	0	1766	1487	0	3297	1538
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								95			391
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.25	0.25	0.79	0.79	0.79	0.82	0.82	0.82	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	19%	6%	0%	0%	4%	5%	14%	2%	5%
Adj. Flow (vph)	0	0	20	327	0	0	341	95	36	623	391
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	20	327	0	0	341	95	0	659	391
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			3.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			7.0	20.0			20.0	20.0	20.0	20.0	20.0
Total Split (s)			9.0	51.0			42.0	42.0	39.0	39.0	39.0
Total Split (%)			10.0%	56.7%			46.7%	46.7%	43.3%	43.3%	43.3%
Maximum Green (s)			5.0	47.0			38.0	38.0	35.0	35.0	35.0
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lag				Lead	Lead			
Lead-Lag Optimize?											
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	Min			Min	Min	None	None	None
Act Effct Green (s)			22.6	16.6			15.5	15.5		16.8	16.8
Actuated g/C Ratio			0.56	0.41			0.39	0.39		0.42	0.42
v/c Ratio			0.03	0.39			0.50	0.15		0.48	0.45
Control Delay			6.0	10.1			14.0	4.0		10.9	3.4
Queue Delay			0.0	0.0			0.0	0.0		0.0	0.0
Total Delay			6.0	10.1			14.0	4.0		10.9	3.4
LOS			A	B			B	A		B	A
Approach Delay				9.9			11.8			8.1	
Approach LOS				A			B			A	
Queue Length 50th (ft)			1	41			44	0		40	0
Queue Length 95th (ft)			11	99			154	21		123	29
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)											150
Base Capacity (vph)			613	1921			1569	1332		2857	1385
Starvation Cap Reductn			0	278			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.03	0.20			0.22	0.07		0.23	0.28

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 40.1
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Commercial St. & School St.



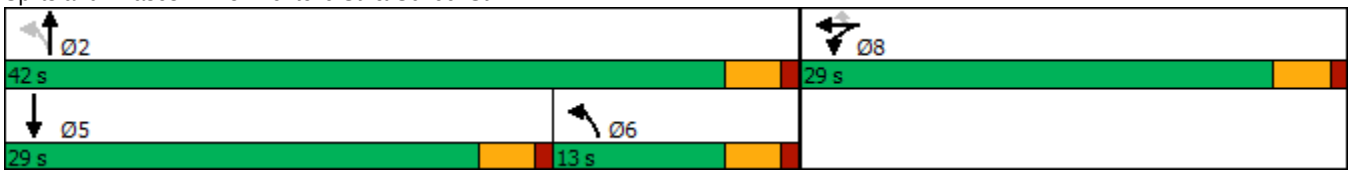


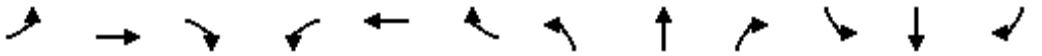
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	376	76	26	282	0	0	345	9
Future Volume (vph)	0	0	0	120	376	76	26	282	0	0	345	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	10	10	10	12	12	12	12
Storage Length (ft)	0		0	100		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.997	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1624	1550	1304	1458	1492	0	0	1582	0
Flt Permitted				0.950			0.368					
Satd. Flow (perm)	0	0	0	1624	1550	1304	565	1492	0	0	1582	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						94						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.25	0.25	0.25	0.81	0.81	0.81	0.82	0.82	0.82	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	3%	4%	4%	7%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	148	464	94	32	344	0	0	416	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	148	464	94	32	344	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				8	8		6	2			5	
Permitted Phases						8	2					
Detector Phase				8	8	8	6	2			5	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	4.5	14.5			14.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				14.0	14.0	14.0	8.5	18.5			18.5	
Total Split (s)				29.0	29.0	29.0	13.0	42.0			29.0	
Total Split (%)				40.8%	40.8%	40.8%	18.3%	59.2%			40.8%	
Maximum Green (s)				25.0	25.0	25.0	9.0	38.0			25.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	1.5	4.5			4.5	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				20.7	20.7	20.7	28.5	24.3			21.7	
Actuated g/C Ratio				0.40	0.40	0.40	0.55	0.47			0.42	
v/c Ratio				0.23	0.74	0.16	0.08	0.49			0.64	
Control Delay				13.0	24.0	4.3	8.2	12.6			19.4	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				13.0	24.0	4.3	8.2	12.6			19.4	
LOS				B	C	A	A	B			B	
Approach Delay					19.1			12.2			19.4	
Approach LOS					B			B			B	
Queue Length 50th (ft)				24	99	0	3	69			90	
Queue Length 95th (ft)				67	226	20	16	122			209	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				100			150					
Base Capacity (vph)				879	839	749	551	1166			856	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.17	0.55	0.13	0.06	0.30			0.50	

Intersection Summary
Area Type: CBD
Cycle Length: 71
Actuated Cycle Length: 51.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 52.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Montello St. & School St.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	316	131	76	709	0	0	0	0
Future Volume (vph)	0	0	0	0	316	131	76	709	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	10	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850						
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	1676	1256	0	3502	0	0	0	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	1676	1256	0	3502	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						154		34				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.96	0.96	0.96	0.25	0.25	0.25
Heavy Vehicles (%)	0%	0%	0%	0%	2%	8%	1%	5%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	372	154	79	739	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	372	154	0	818	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.25	0.97	0.97	0.97	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type					NA	Prot	Split	NA				
Protected Phases					8	8	6	6				
Permitted Phases												
Detector Phase					8	8	6	6				
Switch Phase												
Minimum Initial (s)					6.5	6.5	6.5	6.5				
Minimum Split (s)					10.5	10.5	9.5	9.5				
Total Split (s)					22.0	22.0	29.0	29.0				
Total Split (%)					43.1%	43.1%	56.9%	56.9%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					18.0	18.0	26.0	26.0				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	0.0	0.0				
Lost Time Adjust (s)					-1.0	-1.0		-1.0				
Total Lost Time (s)					3.0	3.0		2.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.5	1.5	1.5	1.5				
Recall Mode					None	None	Min	Min				
Act Effct Green (s)					11.8	11.8		12.8				
Actuated g/C Ratio					0.39	0.39		0.43				
v/c Ratio					0.56	0.26		0.54				
Control Delay					11.2	3.0		8.1				
Queue Delay					0.0	0.0		0.0				
Total Delay					11.2	3.0		8.1				
LOS					B	A		A				
Approach Delay					8.8			8.1				
Approach LOS					A			A				
Queue Length 50th (ft)					36	0		37				
Queue Length 95th (ft)					104	19		105				
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					1124	893		3098				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.33	0.17		0.26				

Intersection Summary
Area Type: CBD
Cycle Length: 51
Actuated Cycle Length: 29.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 52.6% ICU Level of Service A
Analysis Period (min) 15

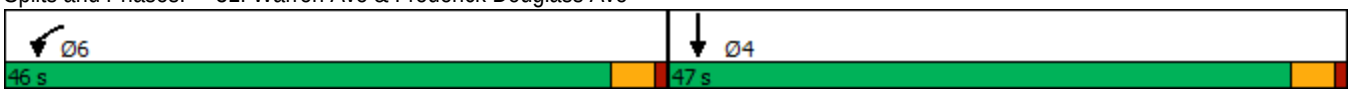
Splits and Phases: 30: Main St & Frederick Douglass Ave/School St.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	322	0	0	0	0	866
Future Volume (vph)	322	0	0	0	0	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	2829	0	0	0	0	3504
Flt Permitted	0.950					
Satd. Flow (perm)	2829	0	0	0	0	3504
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	136					
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.83	0.83	0.25	0.25	0.89	0.89
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	388	0	0	0	0	973
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	0	0	0	973
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.28	1.14	1.14	1.14	1.01	1.01
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1					1
Detector Template						
Leading Detector (ft)	50					50
Trailing Detector (ft)	0					0
Detector 1 Position(ft)	0					0
Detector 1 Size(ft)	50					50
Detector 1 Type	Cl+Ex					Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0					0.0
Detector 1 Queue (s)	0.0					0.0
Detector 1 Delay (s)	0.0					0.0
Turn Type	Prot					NA
Protected Phases	6					4
Permitted Phases						
Detector Phase	6					4
Switch Phase						
Minimum Initial (s)	8.0					12.0
Minimum Split (s)	12.0					16.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (s)	46.0					47.0
Total Split (%)	49.5%					50.5%
Maximum Green (s)	42.0					43.0
Yellow Time (s)	3.0					3.0
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	-1.0					-1.0
Total Lost Time (s)	3.0					3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0					4.5
Recall Mode	None					Min
Act Effct Green (s)	10.9					21.1
Actuated g/C Ratio	0.29					0.55
v/c Ratio	0.43					0.50
Control Delay	9.6					6.4
Queue Delay	0.0					0.0
Total Delay	9.6					6.4
LOS	A					A
Approach Delay	9.6					6.4
Approach LOS	A					A
Queue Length 50th (ft)	20					48
Queue Length 95th (ft)	50					106
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)						
Base Capacity (vph)	2753					3419
Starvation Cap Reductn	0					139
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.14					0.30

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 38.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 7.3 Intersection LOS: A
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave

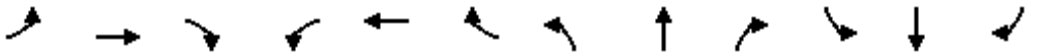


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	229	0	0	0	0	0	593	10	0	0	0
Future Volume (vph)	199	229	0	0	0	0	0	593	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	13	13	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.997				
Flt Protected	0.950											
Satd. Flow (prot)	1593	1676	0	0	0	0	0	2924	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1676	0	0	0	0	0	2924	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			Yes
Satd. Flow (RTOR)								4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.87	0.87	0.87	0.25	0.25	0.25	0.94	0.94	0.94	0.25	0.25	0.25
Heavy Vehicles (%)	2%	2%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Parking (#/hr)								10	10			
Adj. Flow (vph)	229	263	0	0	0	0	0	631	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	263	0	0	0	0	0	642	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.10	1.21	1.10	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Split	NA						NA				
Protected Phases	8	8						2				
Permitted Phases												
Detector Phase	8	8						2				
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.5	6.5						6.5				
Minimum Split (s)	10.5	10.5						10.5				
Total Split (s)	26.0	26.0						30.0				
Total Split (%)	46.4%	46.4%						53.6%				
Maximum Green (s)	22.0	22.0						26.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-1.0	-1.0						-1.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5						1.5				
Recall Mode	None	None						Min				
Act Effct Green (s)	10.0	10.0						12.1				
Actuated g/C Ratio	0.35	0.35						0.43				
v/c Ratio	0.41	0.44						0.51				
Control Delay	9.7	10.0						8.0				
Queue Delay	0.0	0.0						0.0				
Total Delay	9.7	10.0						8.0				
LOS	A	B						A				
Approach Delay		9.9						8.0				
Approach LOS		A						A				
Queue Length 50th (ft)	20	24						27				
Queue Length 95th (ft)	64	72						74				
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)	100											
Base Capacity (vph)	1339	1409						2693				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.19						0.24				

Intersection Summary
Area Type: CBD
Cycle Length: 56
Actuated Cycle Length: 28.3
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 88.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

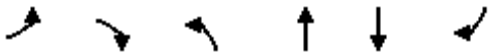


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	312	67	0	0	0	0	0	0	201	572	290
Future Volume (vph)	0	312	67	0	0	0	0	0	0	201	572	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976										0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	1642	0	0	0	0	0	0	0	1486	1550	1330
Flt Permitted										0.950		
Satd. Flow (perm)	0	1642	0	0	0	0	0	0	0	1486	1550	1330
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		13								208		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.25	0.25	0.25	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%
Adj. Flow (vph)	0	422	91	0	0	0	0	0	0	221	629	319
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	513	0	0	0	0	0	0	0	221	629	319
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	1
Detector Template												
Leading Detector (ft)		50								50	50	50
Trailing Detector (ft)		0								0	0	0
Detector 1 Position(ft)		0								0	0	0
Detector 1 Size(ft)		50								50	50	50
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	0.0
Detector 1 Queue (s)		0.0								0.0	0.0	0.0
Detector 1 Delay (s)		0.0								0.0	0.0	0.0
Turn Type		NA								Split	NA	custom
Protected Phases		2								4	4	2
Permitted Phases												4
Detector Phase		2								4	4	2
Switch Phase												
Minimum Initial (s)		8.0								10.0	10.0	8.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		12.0								14.0	14.0	12.0
Total Split (s)		34.0								59.0	59.0	34.0
Total Split (%)		36.6%								63.4%	63.4%	36.6%
Maximum Green (s)		30.0								55.0	55.0	30.0
Yellow Time (s)		3.0								3.0	3.0	3.0
All-Red Time (s)		1.0								1.0	1.0	1.0
Lost Time Adjust (s)		-1.0								-1.0	-1.0	-1.0
Total Lost Time (s)		3.0								3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								4.5	4.5	2.0
Recall Mode		None								Min	Min	None
Act Effct Green (s)		27.5								38.8	38.8	72.7
Actuated g/C Ratio		0.38								0.53	0.53	1.00
v/c Ratio		0.82								0.25	0.76	0.24
Control Delay		34.8								2.3	20.4	0.4
Queue Delay		0.0								0.0	0.3	0.0
Total Delay		34.8								2.3	20.7	0.4
LOS		C								A	C	A
Approach Delay		34.8									11.7	
Approach LOS		C									B	
Queue Length 50th (ft)		199								3	228	0
Queue Length 95th (ft)		314								30	353	0
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		750								1201	1204	1330
Starvation Cap Reductn		0								0	166	0
Spillback Cap Reductn		0								0	0	0
Storage Cap Reductn		0								0	0	0
Reduced v/c Ratio		0.68								0.18	0.61	0.24

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 72.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.7 Intersection LOS: B
Intersection Capacity Utilization 62.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 36: Warren Ave & West Elm St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	20	32	366	400	11
Future Volume (vph)	7	20	32	366	400	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.996	
Flt Protected	0.988			0.996		
Satd. Flow (prot)	1913	0	0	1925	1890	0
Flt Permitted	0.988			0.996		
Satd. Flow (perm)	1913	0	0	1925	1890	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	744			238	300	
Travel Time (s)	16.9			5.4	6.8	
Peak Hour Factor	0.61	0.61	0.89	0.89	0.90	0.90
Heavy Vehicles (%)	0%	0%	3%	5%	7%	0%
Adj. Flow (vph)	11	33	36	411	444	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	447	456	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	20	32	366	400	11
Future Vol, veh/h	7	20	32	366	400	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	89	89	90	90
Heavy Vehicles, %	0	0	3	5	7	0
Mvmt Flow	11	33	36	411	444	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	933	450	456	0	-	0
Stage 1	450	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	298	613	1100	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	613	1100	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1100	-	472	-	-
HCM Lane V/C Ratio	0.033	-	0.094	-	-
HCM Control Delay (s)	8.4	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	78	42	273	175	0	0	0	0	219	667	14
Future Volume (vph)	0	78	42	273	175	0	0	0	0	219	667	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12	12	12	12	14	14	14
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.953									0.998	
Flt Protected				0.950	0.980						0.988	
Satd. Flow (prot)	0	1931	0	1681	1989	0	0	0	0	0	3751	0
Flt Permitted				0.950	0.980						0.988	
Satd. Flow (perm)	0	1931	0	1681	1989	0	0	0	0	0	3751	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		27										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			280	
Travel Time (s)		8.5			19.7			7.8			6.4	
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.25	0.25	0.25	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	1%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	0	89	48	303	194	0	0	0	0	258	785	16
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	0	137	0	173	324	0	0	0	0	0	1059	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template												
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		50		50	50					50	50	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4		6	6					2	2	
Permitted Phases												
Detector Phase		4		6	6					2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		8.0	8.0					10.0	10.0	
Minimum Split (s)		9.0		12.0	12.0					14.0	14.0	
Total Split (s)		32.0		14.0	14.0					54.0	54.0	
Total Split (%)		32.0%		14.0%	14.0%					54.0%	54.0%	
Maximum Green (s)		28.0		10.0	10.0					50.0	50.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0		3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.5	2.5					4.5	4.5	
Recall Mode		None		None	None					Min	Min	
Act Effct Green (s)		9.3		11.6	11.6						27.8	
Actuated g/C Ratio		0.17		0.21	0.21						0.50	
v/c Ratio		0.40		0.49	0.78						0.56	
Control Delay		23.0		30.3	41.7						11.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		23.0		30.3	41.7						11.5	
LOS		C		C	D						B	
Approach Delay		23.0			37.7						11.5	
Approach LOS		C			D						B	
Queue Length 50th (ft)		33		54	110						124	
Queue Length 95th (ft)		87		#163	#326						183	
Internal Link Dist (ft)		294			788			265			200	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1078		352	416						3332	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.13		0.49	0.78						0.32	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 55.4
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 51.1% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	85	447	143	161
Future Volume (vph)	0	0	85	447	143	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.929	
Flt Protected				0.992		
Satd. Flow (prot)	0	0	0	1839	1731	0
Flt Permitted				0.992		
Satd. Flow (perm)	0	0	0	1839	1731	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1148			531	743	
Travel Time (s)	26.1			12.1	16.9	
Peak Hour Factor	0.25	0.25	0.92	0.92	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	3%	1%
Adj. Flow (vph)	0	0	92	486	146	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	578	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

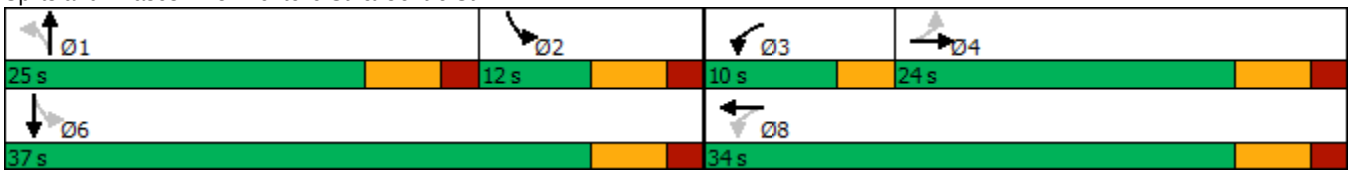
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 52.3% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	273	33	28	278	36	9	272	27	64	449	54
Future Volume (vph)	55	273	33	28	278	36	9	272	27	64	449	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.986			0.988			0.984	
Flt Protected		0.992			0.996			0.999		0.950		
Satd. Flow (prot)	0	1849	0	0	1902	0	0	1832	0	1745	1837	0
Flt Permitted		0.892			0.950			0.979		0.476		
Satd. Flow (perm)	0	1663	0	0	1814	0	0	1795	0	874	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			238	
Travel Time (s)		17.5			10.8			14.3			5.4	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.89	0.89	0.89	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	3%	13%	4%	3%	0%	2%	7%	0%	2%	0%
Adj. Flow (vph)	63	310	38	30	296	38	10	306	30	67	468	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	411	0	0	364	0	0	346	0	67	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			1		2	6	
Permitted Phases	4			8			1			6		
Detector Phase	4	4		3	8		1	1		2	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		5.0	8.0		9.0	9.0		5.0	9.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	14.0	14.0		8.0	14.0		15.0	15.0		11.0	15.0	
Total Split (s)	24.0	24.0		10.0	34.0		25.0	25.0		12.0	37.0	
Total Split (%)	33.8%	33.8%		14.1%	47.9%		35.2%	35.2%		16.9%	52.1%	
Maximum Green (s)	18.0	18.0		7.0	28.0		19.0	19.0		6.0	31.0	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		19.5			19.5			17.3		26.2	23.1	
Actuated g/C Ratio		0.37			0.37			0.33		0.49	0.44	
v/c Ratio		0.67			0.55			0.59		0.12	0.66	
Control Delay		22.6			18.9			21.5		9.4	16.2	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		22.6			18.9			21.5		9.4	16.2	
LOS		C			B			C		A	B	
Approach Delay		22.6			18.9			21.5			15.4	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		126			105			101		11	117	
Queue Length 95th (ft)		216			186			195		32	236	
Internal Link Dist (ft)		689			393			549			158	
Turn Bay Length (ft)										100		
Base Capacity (vph)		654			1041			710		570	1163	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.63			0.35			0.49		0.12	0.45	

Intersection Summary
Area Type: Other
Cycle Length: 71
Actuated Cycle Length: 53
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Montello St. & Centre St

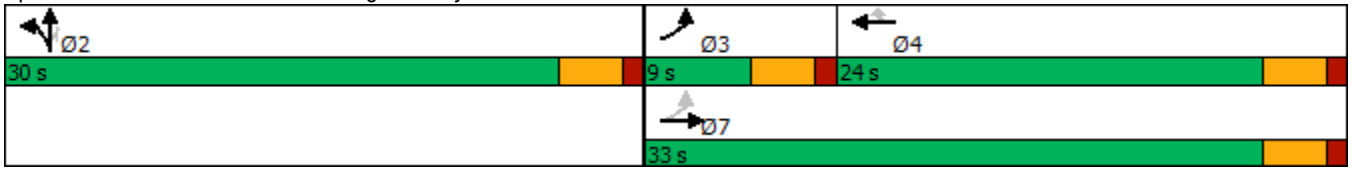


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	231	0	0	292	46	138	580	110	0	0	0
Future Volume (vph)	103	231	0	0	292	46	138	580	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	15	12	10	12	12	12
Storage Length (ft)	100		0	0		50	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.990				
Satd. Flow (prot)	1805	1553	0	0	1783	1327	0	3510	1209	0	0	0
Flt Permitted	0.350							0.990				
Satd. Flow (perm)	665	1553	0	0	1783	1327	0	3510	1209	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			235	
Travel Time (s)		19.7			17.5			7.9			5.3	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	1%	2%	6%	0%	0%	0%
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	111	248	0	0	321	51	150	630	120	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	248	0	0	321	51	0	780	120	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.23	1.00	1.04	1.04	1.28	0.88	1.00	1.34	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	3	7			4		2	2				
Permitted Phases	7					4			2			
Detector Phase	3	7			4	4	2	2	2			
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0			12.0	12.0	14.0	14.0	14.0			
Minimum Split (s)	9.0	16.0			16.0	16.0	18.0	18.0	18.0			
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0			
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%			
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0	-1.0			
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	4.0			4.0	4.0	4.0	4.0	4.0			
Recall Mode	None	None			None	None	Min	Min	Min			
Act Effct Green (s)	23.7	23.7			16.9	16.9		21.1	21.1			
Actuated g/C Ratio	0.46	0.46			0.33	0.33		0.41	0.41			
v/c Ratio	0.25	0.35			0.54	0.12		0.54	0.24			
Control Delay	10.0	10.9			19.8	14.9		13.7	12.6			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	10.0	10.9			19.8	14.9		13.7	12.6			
LOS	A	B			B	B		B	B			
Approach Delay		10.6			19.1			13.5				
Approach LOS		B			B			B				
Queue Length 50th (ft)	17	43			81	11		92	24			
Queue Length 95th (ft)	47	101			169	35		156	59			
Internal Link Dist (ft)		788			689			266			155	
Turn Bay Length (ft)	100					50			100			
Base Capacity (vph)	448	958			770	573		1949	671			
Starvation Cap Reductn	0	0			0	0		91	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.25	0.26			0.42	0.09		0.42	0.18			

Intersection Summary
Area Type: Other
Cycle Length: 63
Actuated Cycle Length: 51.1
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 51.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

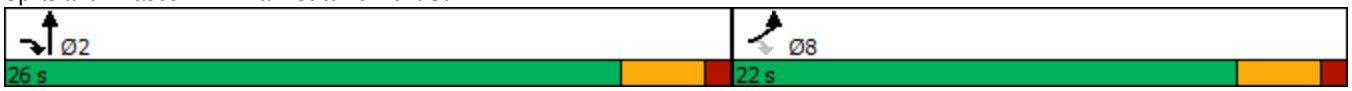


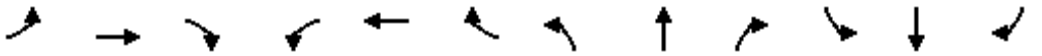
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	614	215	0	445	0	0
Future Volume (vph)	614	215	0	445	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12
Storage Length (ft)	0	250	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3090	1439	0	1788	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	1439	0	1788	0	0
Right Turn on Red	Yes	Yes				No
Satd. Flow (RTOR)	509					
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			1360	254	
Travel Time (s)	16.6			30.9	5.8	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.25	0.25
Heavy Vehicles (%)	2%	1%	0%	2%	0%	0%
Adj. Flow (vph)	653	229	0	524	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	653	229	0	524	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.05	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1		
Detector Template						
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Detector 1 Position(ft)	0	0		0		
Detector 1 Size(ft)	50	50		50		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		
Turn Type	Prot	custom		NA		
Protected Phases	8	2		2		
Permitted Phases		8				
Detector Phase	8	2		2		
Switch Phase						
Minimum Initial (s)	6.5	8.0		8.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.5	12.0		12.0		
Total Split (s)	22.0	26.0		26.0		
Total Split (%)	45.8%	54.2%		54.2%		
Maximum Green (s)	18.0	22.0		22.0		
Yellow Time (s)	3.0	3.0		3.0		
All-Red Time (s)	1.0	1.0		1.0		
Lost Time Adjust (s)	-1.0	-1.0		-1.0		
Total Lost Time (s)	3.0	3.0		3.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	3.0		3.0		
Recall Mode	None	Min		Min		
Act Effct Green (s)	8.6	29.9		15.1		
Actuated g/C Ratio	0.29	1.00		0.51		
v/c Ratio	0.52	0.16		0.58		
Control Delay	4.5	0.2		8.1		
Queue Delay	0.0	0.0		0.0		
Total Delay	4.5	0.2		8.1		
LOS	A	A		A		
Approach Delay	3.4			8.1		
Approach LOS	A			A		
Queue Length 50th (ft)	7	0		39		
Queue Length 95th (ft)	41	0		102		
Internal Link Dist (ft)	652			1280	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	2216	1414		1431		
Starvation Cap Reductn	0	0		0		
Spillback Cap Reductn	0	0		0		
Storage Cap Reductn	0	0		0		
Reduced v/c Ratio	0.29	0.16		0.37		

Intersection Summary
Area Type: CBD
Cycle Length: 48
Actuated Cycle Length: 29.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.2 Intersection LOS: A
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Main St & Belmont St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	47	31	0	0	0	0	0	0	26	869	21
Future Volume (vph)	0	47	31	0	0	0	0	0	0	26	869	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.947									0.997	
Flt Protected											0.999	
Satd. Flow (prot)	0	1831	0	0	0	0	0	0	0	0	3529	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	1831	0	0	0	0	0	0	0	0	3529	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			927			280			386	
Travel Time (s)		9.8			21.1			6.4			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	51	33	0	0	0	0	0	0	27	915	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	0	0	0	0	0	0	964	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 36.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	47	31	0	0	0	0	0	0	26	869	21
Future Vol, veh/h	0	47	31	0	0	0	0	0	0	26	869	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	90	90	90	95	95	95
Heavy Vehicles, %	0	0	4	0	0	0	0	0	0	0	2	0
Mvmt Flow	0	51	33	0	0	0	0	0	0	27	915	22

Major/Minor	Minor2								Major2		
Conflicting Flow All	-	980	469						0	0	0
Stage 1	-	980	-						-	-	-
Stage 2	-	0	-						-	-	-
Critical Hdwy	-	6.5	6.98						4.1	-	-
Critical Hdwy Stg 1	-	5.5	-						-	-	-
Critical Hdwy Stg 2	-	-	-						-	-	-
Follow-up Hdwy	-	4	3.34						2.2	-	-
Pot Cap-1 Maneuver	0	252	535						-	-	-
Stage 1	0	331	-						-	-	-
Stage 2	0	-	-						-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	0	535						-	-	-
Mov Cap-2 Maneuver	-	0	-						-	-	-
Stage 1	-	0	-						-	-	-
Stage 2	-	0	-						-	-	-

Approach	EB	SB
HCM Control Delay, s	13	
HCM LOS	B	

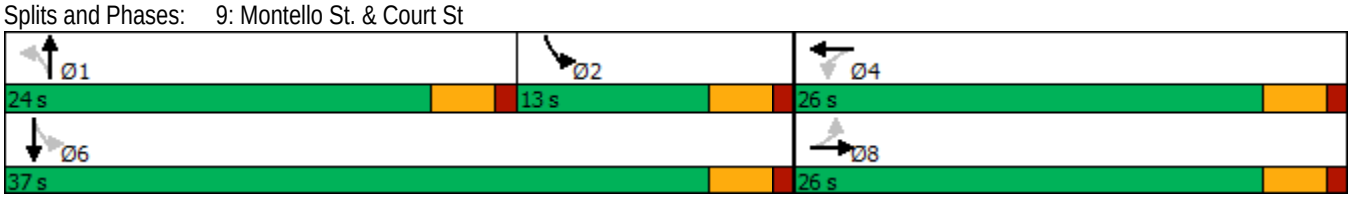
Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	535	-	-	-
HCM Lane V/C Ratio	0.157	-	-	-
HCM Control Delay (s)	13	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

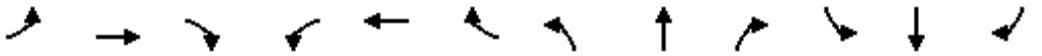
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	381	85	29	343	304	34	276	25	263	427	26
Future Volume (vph)	52	381	85	29	343	304	34	276	25	263	427	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		0	0		0	175		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.933			0.990			0.991	
Flt Protected	0.950				0.998			0.995		0.950		
Satd. Flow (prot)	1510	1595	0	0	2935	0	0	1757	0	1496	1623	0
Flt Permitted	0.258				0.867			0.877		0.400		
Satd. Flow (perm)	410	1595	0	0	2550	0	0	1549	0	630	1623	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			300			1520	
Travel Time (s)		16.4			10.0			6.8			34.5	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	0.93	0.93	0.93
Heavy Vehicles (%)	4%	1%	0%	3%	4%	2%	3%	2%	4%	5%	1%	0%
Adj. Flow (vph)	60	443	99	32	377	334	40	325	29	283	459	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	542	0	0	743	0	0	394	0	283	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			1		2	6	
Permitted Phases	8			4			1			6		
Detector Phase	8	8		4	4		1	1		2	6	
Switch Phase												
Minimum Initial (s)	11.2	11.2		11.2	11.2		14.0	14.0		4.5	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.2	15.2		15.2	15.2		18.0	18.0		8.5	18.0	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		13.0	37.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		38.1%	38.1%		20.6%	58.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		20.0	20.0		9.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.2	3.2		3.2	3.2		4.0	4.0		1.5	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	22.4	22.4			22.4			19.2		29.1	29.1	
Actuated g/C Ratio	0.39	0.39			0.39			0.33		0.51	0.51	
v/c Ratio	0.38	0.87			0.75			0.76		0.67	0.59	
Control Delay	22.6	36.0			22.2			29.6		22.4	13.6	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	22.6	36.0			22.2			29.6		22.4	13.6	
LOS	C	D			C			C		C	B	
Approach Delay		34.7			22.2			29.6			16.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	14	168			113			116		56	111	
Queue Length 95th (ft)	47	#348			#219			#235		101	190	
Internal Link Dist (ft)		640			360			220			1440	
Turn Bay Length (ft)										175		
Base Capacity (vph)	165	642			1026			569		505	965	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.36	0.84			0.72			0.69		0.56	0.50	

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 57.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 104.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Montello St. & Court St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	381	0	0	334	100	298	480	77	60	0	168
Future Volume (vph)	88	381	0	0	334	100	298	480	77	60	0	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	11	11	11	10	10	10
Storage Length (ft)	100		0	0		0	0		50	0		75
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1496	1621	0	0	1605	1148	703	1605	1182	1516	0	1280
Flt Permitted	0.270						0.950			0.276		
Satd. Flow (perm)	425	1621	0	0	1605	1148	703	1605	1182	440	0	1280
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						111			87			185
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			282			531	
Travel Time (s)		9.9			16.4			6.4			12.1	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91
Heavy Vehicles (%)	5%	2%	0%	0%	3%	4%	0%	3%	1%	0%	0%	6%
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	94	405	0	0	371	111	339	545	88	66	0	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	405	0	0	371	111	339	545	88	66	0	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.19	1.46	3.04	1.19	1.46	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1	1		1
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50	50		50
Trailing Detector (ft)	0	0			0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0			0	0	0	0	0	0		0
Detector 1 Size(ft)	50	50			50	50	50	50	50	50		50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm	Perm		Perm
Protected Phases	3	8			4			2				
Permitted Phases	8					4	2		2	6		6
Detector Phase	3	8			4	4	2	2	2	6		6
Switch Phase												

Lanes, Volumes, Timings
10: Main St & Pleasant St/Court St

07/10/2019

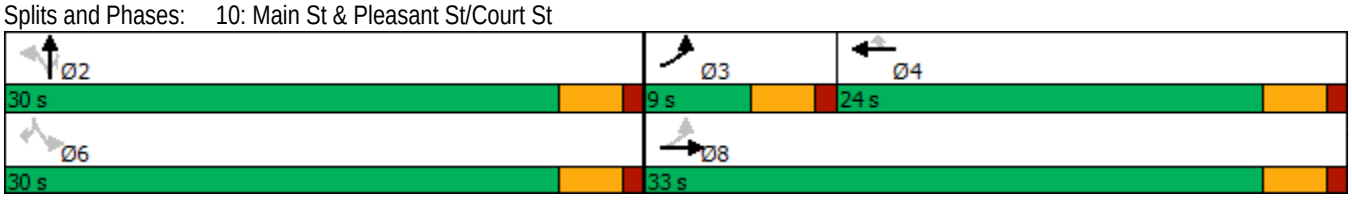
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	11.5			11.5	11.5	14.0	14.0	14.0	14.0		14.0
Minimum Split (s)	9.0	15.5			15.5	15.5	18.0	18.0	18.0	18.0		18.0
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0	30.0		30.0
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%	47.6%		47.6%
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0	26.0		26.0
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	3.5			3.5	3.5	4.0	4.0	4.0	4.0		4.0
Recall Mode	None	None			None	None	Min	Min	Min	Min		Min
Act Effct Green (s)	25.3	25.3			18.4	18.4	27.4	27.4	27.4	27.4		27.4
Actuated g/C Ratio	0.43	0.43			0.31	0.31	0.47	0.47	0.47	0.47		0.47
v/c Ratio	0.32	0.58			0.74	0.25	1.03	0.73	0.15	0.32		0.27
Control Delay	12.5	16.1			28.7	5.4	83.5	22.4	3.8	17.6		3.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	12.5	16.1			28.7	5.4	83.5	22.4	3.8	17.6		3.3
LOS	B	B			C	A	F	C	A	B		A
Approach Delay		15.4			23.4			42.0			7.1	
Approach LOS		B			C			D			A	
Queue Length 50th (ft)	19	101			121	0	~154	172	0	16		0
Queue Length 95th (ft)	42	174			#218	30	#287	#321	21	48		31
Internal Link Dist (ft)		355			640			202			451	
Turn Bay Length (ft)	100								50			75
Base Capacity (vph)	293	840			582	487	328	748	598	205		696
Starvation Cap Reductn	0	0			0	0	0	0	0	0		0
Spillback Cap Reductn	0	0			0	0	0	0	0	0		0
Storage Cap Reductn	0	0			0	0	0	0	0	0		0
Reduced v/c Ratio	0.32	0.48			0.64	0.23	1.03	0.73	0.15	0.32		0.27

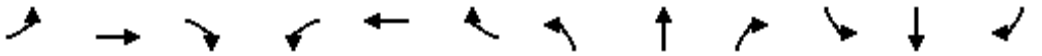
Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 58.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Main St & Pleasant St/Court St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	0	0	0	0	0	737	0	0	0	0
Future Volume (vph)	73	0	0	0	0	0	0	737	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected		0.950										
Satd. Flow (prot)	0	2025	0	0	0	2153	0	4011	0	0	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	2025	0	0	0	2153	0	4011	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		927			744			235			282	
Travel Time (s)		21.1			16.9			5.3			6.4	
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	88	0	0	0	0	0	0	819	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	0	0	0	819	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.1% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	0	0	0	0	0	0	737	0	0	0	0
Future Vol, veh/h	73	0	0	0	0	0	0	737	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	88	0	0	0	0	0	0	819	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	410	819	-	-	-	410	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	410	819	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	-	-	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	528	312	0	0	0	596	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	592	392	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	528	312	-	-	-	596	-	-	-
Mov Cap-2 Maneuver	528	312	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	592	392	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.2	0	0
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	528	-
HCM Lane V/C Ratio	-	-	0.167	-
HCM Control Delay (s)	-	-	13.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	-

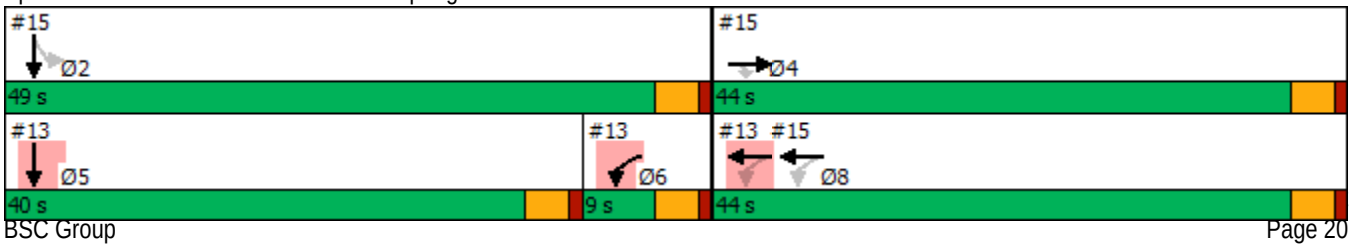
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	150	94	0	0	0	0	225	47
Future Volume (vph)	0	0	0	174	150	94	0	0	0	0	225	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.966						0.974	
Flt Protected					0.980							
Satd. Flow (prot)	0	0	0	0	3250	0	0	0	0	0	3290	0
Flt Permitted					0.980							
Satd. Flow (perm)	0	0	0	0	3250	0	0	0	0	0	3290	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			1148			224			489	
Travel Time (s)		10.3			26.1			5.1			11.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	1%	2%	0%	0%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	193	167	104	0	0	0	0	265	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	464	0	0	0	0	0	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2						2	
Detector Template				Left	Thru						Thru	
Leading Detector (ft)				20	100						100	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				20	6						6	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				pm+pt	NA						NA	
Protected Phases				6	8						5	
Permitted Phases				8								
Detector Phase				6	8						5	

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	10.0						10.0	
Minimum Split (s)				9.0	14.0						14.0	
Total Split (s)				9.0	44.0						40.0	
Total Split (%)				9.7%	47.3%						43.0%	
Maximum Green (s)				5.0	40.0						36.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.0						4.0	
Lead/Lag				Lag							Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				0.2	4.5						1.5	
Recall Mode				None	None						Min	
Act Effct Green (s)					40.0						12.9	
Actuated g/C Ratio					0.66						0.21	
v/c Ratio					0.22						0.46	
Control Delay					4.8						23.1	
Queue Delay					0.0						0.0	
Total Delay					4.8						23.1	
LOS					A						C	
Approach Delay					4.8						23.1	
Approach LOS					A						C	
Queue Length 50th (ft)					29						54	
Queue Length 95th (ft)					56						82	
Internal Link Dist (ft)		373			1068			144			409	
Turn Bay Length (ft)												
Base Capacity (vph)					2133						1944	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						6	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.22						0.17	

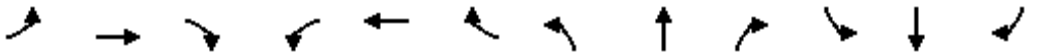
Intersection Summary
Area Type: Other
Cycle Length: 93
Actuated Cycle Length: 61
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 27.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: Warren Ave & Spring St



Lane Group	Ø2	Ø4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	14.0	14.0
Total Split (s)	49.0	44.0
Total Split (%)	53%	47%
Maximum Green (s)	45.0	40.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	4.5
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



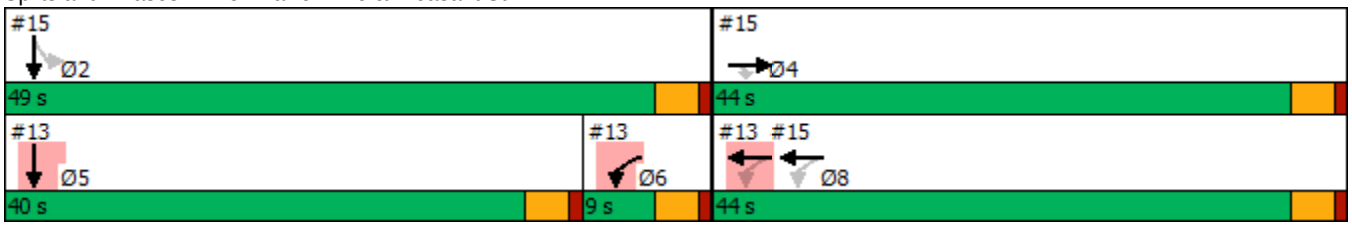
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	498	253	232	553	0	0	0	0	28	431	1
Future Volume (vph)	0	498	253	232	553	0	0	0	0	28	431	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	14	14
Storage Length (ft)	0		100	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt			0.850									
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	1676	1384	1608	1676	0	0	0	0	0	3353	0
Flt Permitted				0.413							0.997	
Satd. Flow (perm)	0	1676	1384	699	1676	0	0	0	0	0	3353	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			176									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			585			386			224	
Travel Time (s)		12.0			13.3			8.8			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.25	0.25	0.25	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	5%	1%	2%	0%	0%	0%	0%	4%	3%	0%
Adj. Flow (vph)	0	519	264	234	559	0	0	0	0	30	468	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	519	264	234	559	0	0	0	0	0	499	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		50	50	50	50					50	50	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Detector Phase		4	4	8	8					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					14.0	14.0	
Total Split (s)		44.0	44.0	44.0	44.0					49.0	49.0	
Total Split (%)		47.3%	47.3%	47.3%	47.3%					52.7%	52.7%	
Maximum Green (s)		40.0	40.0	40.0	40.0					45.0	45.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		4.5	4.5	4.5	4.5					1.5	1.5	
Recall Mode		None	None	None	None					Min	Min	
Act Effct Green (s)		41.0	41.0	41.0	41.0						13.9	
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.23	
v/c Ratio		0.46	0.27	0.50	0.50						0.65	
Control Delay		6.8	2.4	10.2	7.2						18.3	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		6.8	2.4	10.2	7.2						18.3	
LOS		A	A	B	A						B	
Approach Delay		5.3			8.1						18.3	
Approach LOS		A			A						B	
Queue Length 50th (ft)		72	9	34	81						51	
Queue Length 95th (ft)		156	36	103	173						78	
Internal Link Dist (ft)		448			505			306			144	
Turn Bay Length (ft)			100	100								
Base Capacity (vph)		1127	988	470	1127						2531	
Starvation Cap Reductn		0	0	0	0						76	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.46	0.27	0.50	0.50						0.20	

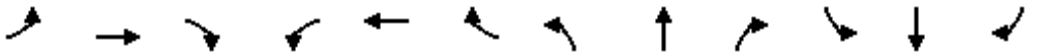
Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 61
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Warren Ave & Pleasant St



Lane Group	Ø5	Ø6
Minimum Split (s)	14.0	9.0
Total Split (s)	40.0	9.0
Total Split (%)	43%	10%
Maximum Green (s)	36.0	5.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	0.2
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

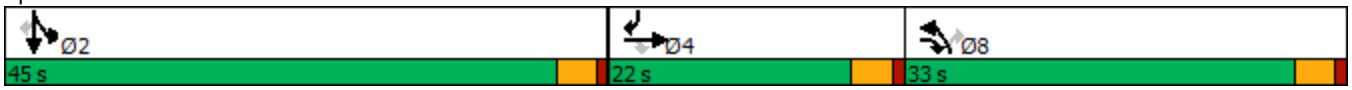


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	89	0	0	0	122	0	165	207	396	370
Future Volume (vph)	0	570	89	0	0	0	122	0	165	207	396	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Storage Length (ft)	0		100	0		0	0		100	0		100
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1391
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1391
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			58						179	209		374
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.87	0.87	0.87	0.25	0.25	0.25	0.92	0.92	0.92	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	655	102	0	0	0	133	0	179	209	400	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	655	102	0	0	0	133	0	179	209	400	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.25	1.25	1.25	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1				1		1	1	1	1
Detector Template												
Leading Detector (ft)		50	50				50		50	50	50	50
Trailing Detector (ft)		0	0				0		0	0	0	0
Detector 1 Position(ft)		0	0				0		0	0	0	0
Detector 1 Size(ft)		50	50				50		50	50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Turn Type		NA	pm+ov				Prot		Perm	Split	NA	custom
Protected Phases		4	8				8			2	2	4
Permitted Phases			4						8			2
Detector Phase		4	8				8		8	2	2	4
Switch Phase												
Minimum Initial (s)		5.0	10.0				10.0		10.0	10.0	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		9.0	14.0				14.0		14.0	14.0	14.0	9.0
Total Split (s)		22.0	33.0				33.0		33.0	45.0	45.0	22.0
Total Split (%)		22.0%	33.0%				33.0%		33.0%	45.0%	45.0%	22.0%
Maximum Green (s)		18.0	29.0				29.0		29.0	41.0	41.0	18.0
Yellow Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
All-Red Time (s)		1.0	1.0				1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0				-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	4.5				4.5		4.5	4.5	4.5	2.0
Recall Mode		None	Min				Min		Min	Min	Min	None
Act Effct Green (s)		19.6	37.7				15.0		15.0	25.2	25.2	47.9
Actuated g/C Ratio		0.28	0.55				0.22		0.22	0.36	0.36	0.69
v/c Ratio		1.40	0.13				0.40		0.41	0.30	0.66	0.35
Control Delay		218.0	5.8				29.0		7.7	3.6	24.4	1.5
Queue Delay		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Total Delay		218.0	5.8				29.0		7.7	3.6	24.4	1.5
LOS		F	A				C		A	A	C	A
Approach Delay		189.4						16.8			11.3	
Approach LOS		F						B			B	
Queue Length 50th (ft)		~365	8				47		0	0	131	0
Queue Length 95th (ft)		#748	36				114		49	38	254	25
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)			100						100			100
Base Capacity (vph)		468	1103				678		706	1061	1035	1078
Starvation Cap Reductn		0	0				0		0	0	0	0
Spillback Cap Reductn		0	0				0		0	0	0	0
Storage Cap Reductn		0	0				0		0	0	0	0
Reduced v/c Ratio		1.40	0.09				0.20		0.25	0.20	0.39	0.35

Intersection Summary
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 69.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.40
Intersection Signal Delay: 77.8 Intersection LOS: E
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Warren Ave & Belmont St

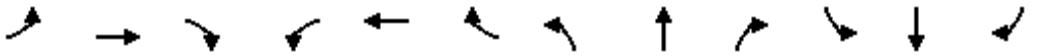


Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	1	0	80	3	2	54	65	1	2	2	652	3
Future Volume (vph)	1	0	80	3	2	54	65	1	2	2	652	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.866				0.929			0.949		0.999	
Flt Protected		0.999				0.998			0.970			
Satd. Flow (prot)	0	1699	0	0	0	1786	0	0	1691	0	2047	0
Flt Permitted		0.999				0.998			0.970			
Satd. Flow (perm)	0	1699	0	0	0	1786	0	0	1691	0	2047	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		740				453			384		1235	
Travel Time (s)		16.8				10.3			8.7		28.1	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.63	0.63	0.63	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	1	0	91	3	2	57	69	2	3	3	709	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	0	131	0	0	8	0	712	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 85.9% ICU Level of Service E
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	1	38	579
Future Volume (vph)	1	38	579
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			528
Travel Time (s)			12.0
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	1	41	623
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	665
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	653	45	0	0	0	5	242	68	72	466	51
Future Volume (vph)	74	653	45	0	0	0	5	242	68	72	466	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	10	10	10
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.971				0.850
Flt Protected		0.995						0.999			0.993	
Satd. Flow (prot)	0	3042	0	0	0	0	0	1634	0	0	1571	1233
Flt Permitted		0.995						0.993			0.915	
Satd. Flow (perm)	0	3042	0	0	0	0	0	1624	0	0	1448	1233
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			2546			413	
Travel Time (s)		19.5			11.0			57.9			9.4	
Peak Hour Factor	0.83	0.83	0.83	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	1%	10%
Adj. Flow (vph)	89	787	54	0	0	0	5	263	74	78	507	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	930	0	0	0	0	0	342	0	0	585	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	50
Trailing Detector (ft)	0	0					0	0		0	0	0
Detector 1 Position(ft)	0	0					0	0		0	0	0
Detector 1 Size(ft)	50	50					50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA					Perm	NA		pm+pt	NA	Perm
Protected Phases	8	8						6		5	2	
Permitted Phases							6			2		2
Detector Phase	8	8					6	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.5	5.5					5.5	5.5		5.5	5.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	9.5					9.5	9.5		9.5	9.5	9.5
Total Split (s)	24.0	24.0					26.0	26.0		26.0	52.0	52.0
Total Split (%)	31.6%	31.6%					34.2%	34.2%		34.2%	68.4%	68.4%
Maximum Green (s)	20.0	20.0					22.0	22.0		22.0	48.0	48.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0						-1.0			-1.0	-1.0
Total Lost Time (s)		3.0						3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		0.5	0.5	0.5
Recall Mode	None	None					Min	Min		None	Min	Min
Act Effct Green (s)		21.6						24.3			24.3	24.3
Actuated g/C Ratio		0.42						0.47			0.47	0.47
v/c Ratio		0.74						0.45			0.87	0.10
Control Delay		20.8						10.7			26.1	7.1
Queue Delay		0.0						0.0			0.0	0.0
Total Delay		20.8						10.7			26.1	7.1
LOS		C						B			C	A
Approach Delay		20.8						10.7			24.5	
Approach LOS		C						B			C	
Queue Length 50th (ft)		115						63			144	8
Queue Length 95th (ft)		#270						109			255	21
Internal Link Dist (ft)		776			406			2466			333	
Turn Bay Length (ft)												100
Base Capacity (vph)		1261						855			1328	1130
Starvation Cap Reductn		0						0			21	0
Spillback Cap Reductn		0						0			0	0
Storage Cap Reductn		0						0			0	0
Reduced v/c Ratio		0.74						0.40			0.45	0.05

Intersection Summary
Area Type: CBD
Cycle Length: 76
Actuated Cycle Length: 52
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

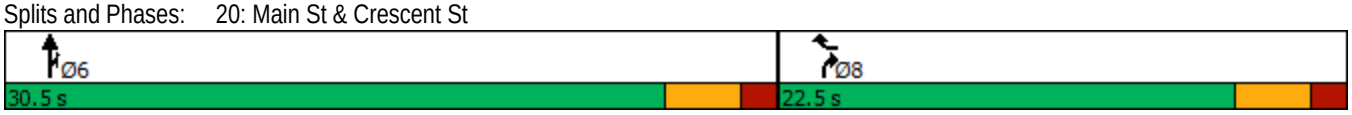
Splits and Phases: 19: Montello St. & Crescent St

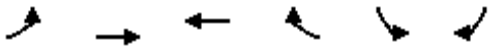
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	93	659	451	0	0
Future Volume (vph)	0	93	659	451	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1676	3185	1439	0	0
Flt Permitted						
Satd. Flow (perm)	0	1676	3185	1439	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		183				
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.74	0.74	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	0	126	694	475	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	126	694	475	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	0.97	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	1	1		
Detector Template						
Leading Detector (ft)		50	50	50		
Trailing Detector (ft)		0	0	0		
Detector 1 Position(ft)		0	0	0		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	NA	custom		
Protected Phases		8	6	8 6		
Permitted Phases		8				
Detector Phase		8	6	8 6		
Switch Phase						
Minimum Initial (s)		8.0	8.0			
Minimum Split (s)		12.5	12.5			
Total Split (s)		22.5	30.5			
Total Split (%)		42.5%	57.5%			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)		18.0	26.0			
Yellow Time (s)		3.0	3.0			
All-Red Time (s)		1.5	1.5			
Lost Time Adjust (s)		-1.0	-1.0			
Total Lost Time (s)		3.5	3.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.5	3.0			
Recall Mode		None	Min			
Act Effct Green (s)		9.2	15.5	31.8		
Actuated g/C Ratio		0.29	0.49	1.00		
v/c Ratio		0.21	0.45	0.33		
Control Delay		2.3	6.1	0.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		2.3	6.1	0.6		
LOS		A	A	A		
Approach Delay	2.3		3.9			
Approach LOS	A		A			
Queue Length 50th (ft)		0	32	0		
Queue Length 95th (ft)		7	53	0		
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)						
Base Capacity (vph)		1090	2736	1439		
Starvation Cap Reductn		0	243	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.12	0.28	0.33		

Intersection Summary
Area Type: CBD
Cycle Length: 53
Actuated Cycle Length: 31.8
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 3.7 Intersection LOS: A
Intersection Capacity Utilization 34.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Main St & Crescent St

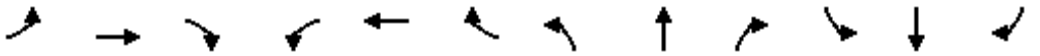




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	980	0	592	0	0
Future Volume (vph)	0	980	0	592	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	1292		340	
Travel Time (s)		5.0	29.4		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1089	0	658	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1089	0	658	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 30.4% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	388	284	118	364	0	318	0	112	0	0	0
Future Volume (vph)	0	388	284	118	364	0	318	0	112	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1855	0	1558	1949	0	1668	1425	0	0	1900	0
Flt Permitted				0.167			0.757					
Satd. Flow (perm)	0	1855	0	274	1949	0	1329	1425	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91						507				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	3%	12%	4%	0%	1%	0%	2%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	404	296	127	391	0	361	0	127	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	700	0	127	391	0	361	127	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	64.0	64.0		64.0	64.0		26.0	26.0		26.0	26.0	
Total Split (%)	71.1%	71.1%		71.1%	71.1%		28.9%	28.9%		28.9%	28.9%	
Maximum Green (s)	60.0	60.0		60.0	60.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		24.0		24.0	24.0		23.4	23.4				
Actuated g/C Ratio		0.45		0.45	0.45		0.44	0.44				
v/c Ratio		0.79		1.03	0.45		0.62	0.14				
Control Delay		17.9		114.0	11.4		20.9	0.3				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		17.9		114.0	11.4		20.9	0.3				
LOS		B		F	B		C	A				
Approach Delay		17.9			36.5			15.5				
Approach LOS		B			D			B				
Queue Length 50th (ft)		150		~39	78		83	0				
Queue Length 95th (ft)		258		#137	129		#241	0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							150					
Base Capacity (vph)		1836		271	1928		580	908				
Starvation Cap Reductn		38		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.39		0.47	0.20		0.62	0.14				

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 53.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

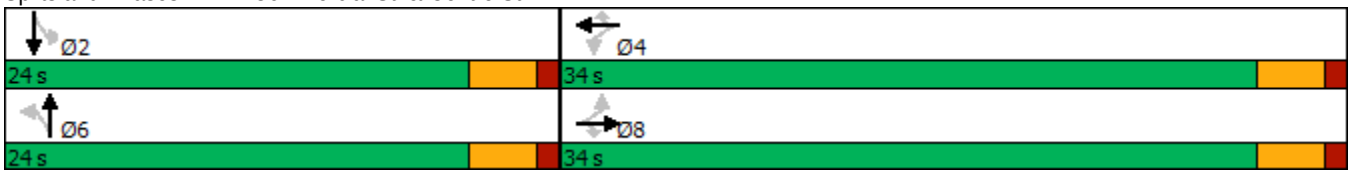
Splits and Phases: 23: Commercial St. & Court St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	273	101	62	275	78	32	337	107	76	314	48
Future Volume (vph)	38	273	101	62	275	78	32	337	107	76	314	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	0		150	0		0	0		0	150		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.980	
Flt Protected		0.994			0.991			0.997		0.950		
Satd. Flow (prot)	0	1748	1531	0	1823	1652	0	2012	0	1668	2024	0
Flt Permitted		0.927			0.886			0.961		0.394		
Satd. Flow (perm)	0	1630	1531	0	1630	1652	0	1939	0	692	2024	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			86		28			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	29%	1%	2%	10%	6%	1%	0%	4%	3%	1%	4%	6%
Adj. Flow (vph)	44	314	116	68	302	86	37	392	124	81	334	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	116	0	370	86	0	553	0	81	385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Detector Phase	8	8	8	4	4	4	6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0		8.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	24.0	24.0		24.0	24.0	
Total Split (%)	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	41.4%	41.4%		41.4%	41.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		14.7	14.7		14.7	14.7		16.3		16.3	16.3	
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.44		0.44	0.44	
v/c Ratio		0.56	0.17		0.58	0.12		0.64		0.27	0.43	
Control Delay		13.3	3.0		13.7	3.0		12.4		10.5	9.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		13.3	3.0		13.7	3.0		12.4		10.5	9.3	
LOS		B	A		B	A		B		B	A	
Approach Delay		10.8			11.7			12.4			9.5	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		52	0		54	0		72		9	45	
Queue Length 95th (ft)		119	19		131	17		179		39	123	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)			150							150		
Base Capacity (vph)		1366	1302		1366	1398		1155		408	1200	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.26	0.09		0.27	0.06		0.48		0.20	0.32	

Intersection Summary
Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 37.3
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 93.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 24: Commercial St. & Centre St

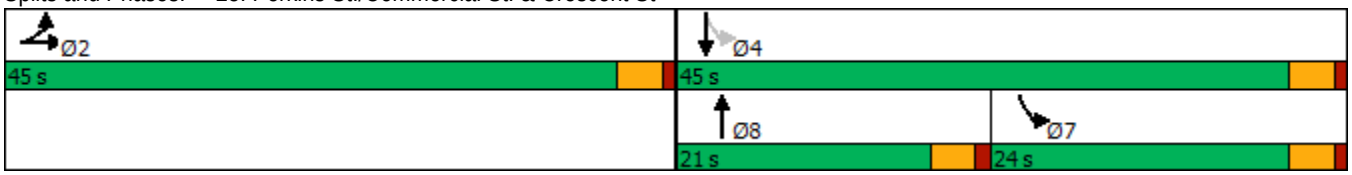


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	678	19	0	0	0	0	135	49	253	178	0
Future Volume (vph)	124	678	19	0	0	0	0	135	49	253	178	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.964				
Flt Protected		0.992									0.972	
Satd. Flow (prot)	0	3498	0	0	0	0	0	1728	0	0	2008	0
Flt Permitted		0.992									0.699	
Satd. Flow (perm)	0	3498	0	0	0	0	0	1728	0	0	1444	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.25	0.25	0.25	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	0%	0%	0%	0%	6%	6%	3%	6%	0%
Adj. Flow (vph)	146	798	22	0	0	0	0	144	52	281	198	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	966	0	0	0	0	0	196	0	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	20.0	20.0						20.0		9.0	20.0	
Total Split (s)	45.0	45.0						21.0		24.0	45.0	
Total Split (%)	50.0%	50.0%						23.3%		26.7%	50.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	41.0	41.0						17.0		20.0	41.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		None	Min	
Act Effct Green (s)		24.2						32.7			32.7	
Actuated g/C Ratio		0.38						0.51			0.51	
v/c Ratio		0.72						0.22			0.64	
Control Delay		21.2						10.4			17.3	
Queue Delay		0.0						0.0			1.0	
Total Delay		21.2						10.4			18.3	
LOS		C						B			B	
Approach Delay		21.2						10.4			18.3	
Approach LOS		C						B			B	
Queue Length 50th (ft)		176						38			122	
Queue Length 95th (ft)		248						96			295	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		2443						892			1008	
Starvation Cap Reductn		32						0			289	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.40						0.22			0.67	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 63.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 25: Perkins St./Commercial St. & Crescent St

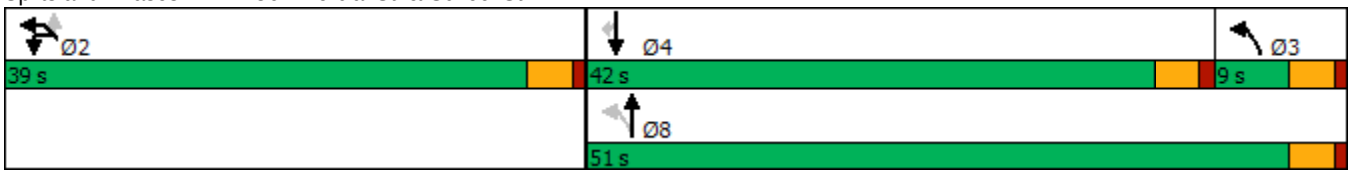


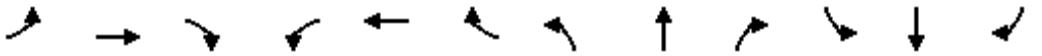
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	19	241	0	0	402	81	32	346	214
Future Volume (vph)	0	0	19	241	0	0	402	81	32	346	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		0		0	150
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	2046	2071	0	0	1766	1459	0	3318	1583
Flt Permitted			0.381							0.950	
Satd. Flow (perm)	0	0	820	2071	0	0	1766	1459	0	3318	1583
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								91			235
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.25	0.25	0.77	0.77	0.77	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	4%	7%	13%	1%	2%
Adj. Flow (vph)	0	0	25	313	0	0	452	91	35	380	235
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	25	313	0	0	452	91	0	415	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			3.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			7.0	20.0			20.0	20.0	20.0	20.0	20.0
Total Split (s)			9.0	51.0			42.0	42.0	39.0	39.0	39.0
Total Split (%)			10.0%	56.7%			46.7%	46.7%	43.3%	43.3%	43.3%
Maximum Green (s)			5.0	47.0			38.0	38.0	35.0	35.0	35.0
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lag				Lead	Lead			
Lead-Lag Optimize?											
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	Min			Min	Min	Min	Min	Min
Act Effct Green (s)			23.7	17.8			16.7	16.7		12.5	12.5
Actuated g/C Ratio			0.64	0.48			0.45	0.45		0.34	0.34
v/c Ratio			0.03	0.32			0.57	0.13		0.37	0.34
Control Delay			3.6	6.7			11.8	3.0		12.0	4.1
Queue Delay			0.0	0.0			0.0	0.0		0.0	0.0
Total Delay			3.6	6.7			11.8	3.0		12.0	4.1
LOS			A	A			B	A		B	A
Approach Delay				6.5			10.3			9.2	
Approach LOS				A			B			A	
Queue Length 50th (ft)			1	28			46	0		24	0
Queue Length 95th (ft)			9	67			193	20		96	42
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)											150
Base Capacity (vph)			748	1982			1614	1342		2953	1435
Starvation Cap Reductn			0	365			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.03	0.19			0.28	0.07		0.14	0.16

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 37
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 38.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Commercial St. & School St.



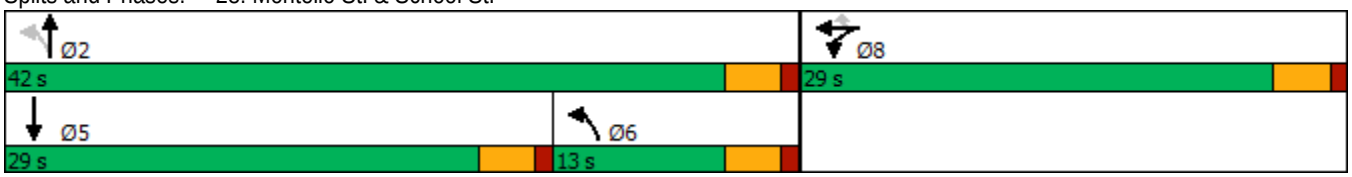


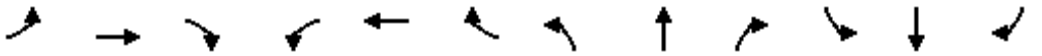
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	93	322	44	26	305	0	0	497	4
Future Volume (vph)	0	0	0	93	322	44	26	305	0	0	497	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	10	10	10	12	12	12	12
Storage Length (ft)	0		0	100		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.999	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1562	1535	1343	1458	1580	0	0	1675	0
Flt Permitted				0.950			0.317					
Satd. Flow (perm)	0	0	0	1562	1535	1343	486	1580	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						77						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.85	0.85	0.85	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	4%	1%	4%	1%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	101	350	48	31	359	0	0	507	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	101	350	48	31	359	0	0	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				8	8		6	2			5	
Permitted Phases						8	2					
Detector Phase				8	8	8	6	2			5	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	4.5	14.5			14.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				14.0	14.0	14.0	8.5	18.5			18.5	
Total Split (s)				29.0	29.0	29.0	13.0	42.0			29.0	
Total Split (%)				40.8%	40.8%	40.8%	18.3%	59.2%			40.8%	
Maximum Green (s)				25.0	25.0	25.0	9.0	38.0			25.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	1.5	4.5			4.5	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				17.5	17.5	17.5	29.3	25.0			22.4	
Actuated g/C Ratio				0.36	0.36	0.36	0.60	0.51			0.46	
v/c Ratio				0.18	0.64	0.09	0.08	0.45			0.67	
Control Delay				13.5	20.7	2.2	7.5	10.3			18.8	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				13.5	20.7	2.2	7.5	10.3			18.8	
LOS				B	C	A	A	B			B	
Approach Delay					17.4			10.1			18.8	
Approach LOS					B			B			B	
Queue Length 50th (ft)				18	74	0	2	52			81	
Queue Length 95th (ft)				55	188	10	16	132			#330	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				100			150					
Base Capacity (vph)				895	880	802	553	1285			960	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.11	0.40	0.06	0.06	0.28			0.53	

Intersection Summary
Area Type: CBD
Cycle Length: 71
Actuated Cycle Length: 49
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 54.8% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Montello St. & School St.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	351	140	104	733	0	0	0	0
Future Volume (vph)	0	0	0	0	351	140	104	733	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	10	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850						
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	1693	1292	0	3624	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	0	0	0	1693	1292	0	3624	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						154		46				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.95	0.95	0.95	0.25	0.25	0.25
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	386	154	109	772	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	386	154	0	881	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.25	0.97	0.97	0.97	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type					NA	Prot	Split	NA				
Protected Phases					8	8	6	6				
Permitted Phases												
Detector Phase					8	8	6	6				
Switch Phase												
Minimum Initial (s)					6.5	6.5	6.5	6.5				
Minimum Split (s)					10.5	10.5	9.5	9.5				
Total Split (s)					22.0	22.0	29.0	29.0				
Total Split (%)					43.1%	43.1%	56.9%	56.9%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					18.0	18.0	26.0	26.0				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	0.0	0.0				
Lost Time Adjust (s)					-1.0	-1.0		-1.0				
Total Lost Time (s)					3.0	3.0		2.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.5	1.5	1.5	1.5				
Recall Mode					None	None	Min	Min				
Act Effct Green (s)					12.1	12.1		13.2				
Actuated g/C Ratio					0.40	0.40		0.43				
v/c Ratio					0.58	0.26		0.55				
Control Delay					11.8	3.0		8.2				
Queue Delay					0.0	0.0		0.0				
Total Delay					11.8	3.0		8.2				
LOS					B	A		A				
Approach Delay					9.3			8.2				
Approach LOS					A			A				
Queue Length 50th (ft)					39	0		41				
Queue Length 95th (ft)					121	22		111				
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					1117	905		3145				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.35	0.17		0.28				

Intersection Summary
Area Type: CBD
Cycle Length: 51
Actuated Cycle Length: 30.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 57.2% ICU Level of Service B
Analysis Period (min) 15

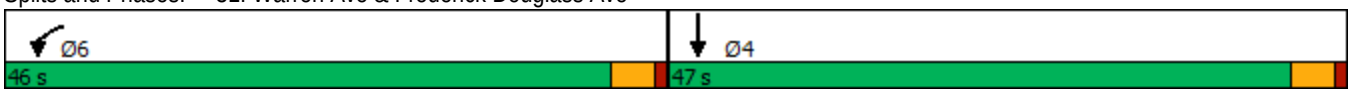
Splits and Phases: 30: Main St & Frederick Douglass Ave/School St.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	447	0	0	0	0	978
Future Volume (vph)	447	0	0	0	0	978
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	2829	0	0	0	0	3504
Flt Permitted	0.950					
Satd. Flow (perm)	2829	0	0	0	0	3504
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	104					
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.91	0.91	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	491	0	0	0	0	1063
Shared Lane Traffic (%)						
Lane Group Flow (vph)	491	0	0	0	0	1063
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.28	1.14	1.14	1.14	1.01	1.01
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1					1
Detector Template						
Leading Detector (ft)	50					50
Trailing Detector (ft)	0					0
Detector 1 Position(ft)	0					0
Detector 1 Size(ft)	50					50
Detector 1 Type	Cl+Ex					Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0					0.0
Detector 1 Queue (s)	0.0					0.0
Detector 1 Delay (s)	0.0					0.0
Turn Type	Prot					NA
Protected Phases	6					4
Permitted Phases						
Detector Phase	6					4
Switch Phase						
Minimum Initial (s)	8.0					12.0
Minimum Split (s)	12.0					16.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (s)	46.0					47.0
Total Split (%)	49.5%					50.5%
Maximum Green (s)	42.0					43.0
Yellow Time (s)	3.0					3.0
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	-1.0					-1.0
Total Lost Time (s)	3.0					3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0					4.5
Recall Mode	None					Min
Act Effct Green (s)	13.5					25.0
Actuated g/C Ratio	0.30					0.56
v/c Ratio	0.53					0.54
Control Delay	13.3					7.7
Queue Delay	0.0					0.0
Total Delay	13.3					7.8
LOS	B					A
Approach Delay	13.3					7.8
Approach LOS	B					A
Queue Length 50th (ft)	39					73
Queue Length 95th (ft)	96					151
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)						
Base Capacity (vph)	2591					3230
Starvation Cap Reductn	0					316
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.19					0.36

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 44.8
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave

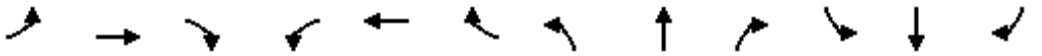


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	262	0	0	0	0	0	685	6	0	0	0
Future Volume (vph)	155	262	0	0	0	0	0	685	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	13	13	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.999				
Flt Protected	0.950											
Satd. Flow (prot)	1593	1693	0	0	0	0	0	3067	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1693	0	0	0	0	0	3067	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.80	0.80	0.80	0.25	0.25	0.25	0.90	0.90	0.90	0.25	0.25	0.25
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	0%	1%	17%	0%	0%	0%
Parking (#/hr)								10	10			
Adj. Flow (vph)	194	328	0	0	0	0	0	761	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	194	328	0	0	0	0	0	768	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.10	1.21	1.10	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Split	NA						NA				
Protected Phases	8	8						2				
Permitted Phases												
Detector Phase	8	8						2				
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.5	6.5						6.5				
Minimum Split (s)	10.5	10.5						10.5				
Total Split (s)	26.0	26.0						30.0				
Total Split (%)	46.4%	46.4%						53.6%				
Maximum Green (s)	22.0	22.0						26.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-1.0	-1.0						-1.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5						1.5				
Recall Mode	None	None						Min				
Act Effct Green (s)	11.8	11.8						13.8				
Actuated g/C Ratio	0.37	0.37						0.43				
v/c Ratio	0.33	0.53						0.58				
Control Delay	9.8	12.1						9.3				
Queue Delay	0.0	0.0						0.0				
Total Delay	9.8	12.1						9.3				
LOS	A	B						A				
Approach Delay		11.2						9.3				
Approach LOS		B						A				
Queue Length 50th (ft)	20	36						41				
Queue Length 95th (ft)	60	99						111				
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)	100											
Base Capacity (vph)	1218	1295						2611				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.16	0.25						0.29				

Intersection Summary
Area Type: CBD
Cycle Length: 56
Actuated Cycle Length: 32
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 101.9% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	275	49	0	0	0	0	0	0	110	782	482
Future Volume (vph)	0	275	49	0	0	0	0	0	0	110	782	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980										0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	1662	0	0	0	0	0	0	0	1501	1580	1343
Flt Permitted										0.950		
Satd. Flow (perm)	0	1662	0	0	0	0	0	0	0	1501	1580	1343
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		10								118		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.94	0.94	0.94	0.25	0.25	0.25	0.25	0.25	0.25	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	0	293	52	0	0	0	0	0	0	118	841	518
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	0	0	0	0	0	118	841	518
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	1
Detector Template												
Leading Detector (ft)		50								50	50	50
Trailing Detector (ft)		0								0	0	0
Detector 1 Position(ft)		0								0	0	0
Detector 1 Size(ft)		50								50	50	50
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	0.0
Detector 1 Queue (s)		0.0								0.0	0.0	0.0
Detector 1 Delay (s)		0.0								0.0	0.0	0.0
Turn Type		NA								Split	NA	custom
Protected Phases		2								4	4	2
Permitted Phases												4
Detector Phase		2								4	4	2
Switch Phase												
Minimum Initial (s)		8.0								10.0	10.0	8.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		12.0								14.0	14.0	12.0
Total Split (s)		34.0								59.0	59.0	34.0
Total Split (%)		36.6%								63.4%	63.4%	36.6%
Maximum Green (s)		30.0								55.0	55.0	30.0
Yellow Time (s)		3.0								3.0	3.0	3.0
All-Red Time (s)		1.0								1.0	1.0	1.0
Lost Time Adjust (s)		-1.0								-1.0	-1.0	-1.0
Total Lost Time (s)		3.0								3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								4.5	4.5	2.0
Recall Mode		None								Min	Min	None
Act Effct Green (s)		21.6								46.8	46.8	74.9
Actuated g/C Ratio		0.29								0.62	0.62	1.00
v/c Ratio		0.71								0.12	0.85	0.39
Control Delay		33.6								1.9	23.0	0.8
Queue Delay		0.0								0.0	2.1	0.0
Total Delay		33.6								1.9	25.1	0.8
LOS		C								A	C	A
Approach Delay		33.6									14.7	
Approach LOS		C									B	
Queue Length 50th (ft)		159								0	289	0
Queue Length 95th (ft)		258								20	#678	0
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		743								1164	1195	1343
Starvation Cap Reductn		0								0	213	0
Spillback Cap Reductn		0								0	0	0
Storage Cap Reductn		0								0	0	0
Reduced v/c Ratio		0.46								0.10	0.86	0.39

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 74.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 71.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: Warren Ave & West Elm St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	59	10	350	508	3
Future Volume (vph)	13	59	10	350	508	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890				0.999	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1899	0	0	2005	1985	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1899	0	0	2005	1985	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	744			238	300	
Travel Time (s)	16.9			5.4	6.8	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	16	72	12	407	558	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	419	561	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.3					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	59	10	350	508	3
Future Vol, veh/h	13	59	10	350	508	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	16	72	12	407	558	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	991	560	561	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	275	532	1020	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	271	532	1020	-	-	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1020	-	453	-	-
HCM Lane V/C Ratio	0.011	-	0.194	-	-
HCM Control Delay (s)	8.6	0	14.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	61	13	266	59	26	12	209	23	116	254	4
Future Volume (vph)	13	61	13	266	59	26	12	209	23	116	254	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	13	16	16	11	11	11	11	11	11
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.954			0.987			0.999	
Flt Protected		0.993		0.950				0.998			0.985	
Satd. Flow (prot)	0	1740	0	1646	1813	0	0	1596	0	0	1595	0
Flt Permitted		0.359		0.950				0.979			0.831	
Satd. Flow (perm)	0	629	0	1646	1813	0	0	1566	0	0	1346	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		10										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			239	
Travel Time (s)		8.5			19.7			7.8			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	14	66	14	289	64	28	13	227	25	126	276	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	289	92	0	0	265	0	0	406	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.05	1.14	1.10	0.97	0.97	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases		2		6	6			8		7	4	
Permitted Phases	2						8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												

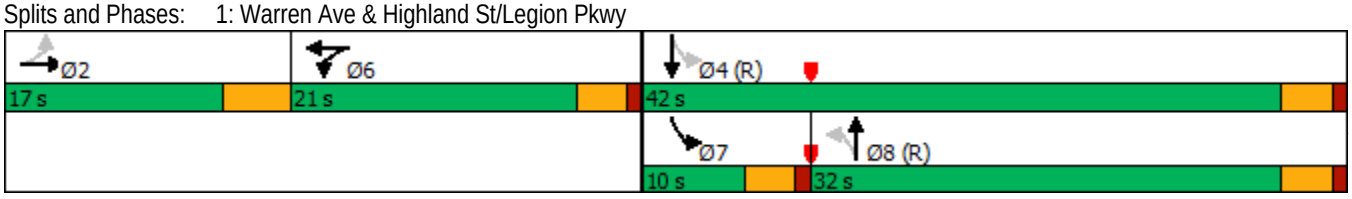
Lanes, Volumes, Timings
1: Warren Ave & Highland St/Legion Pkwy

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	17.0	17.0		21.0	21.0		32.0	32.0		10.0	42.0	
Total Split (%)	21.3%	21.3%		26.3%	26.3%		40.0%	40.0%		12.5%	52.5%	
Maximum Green (s)	13.0	13.0		17.0	17.0		28.0	28.0		6.0	38.0	
Yellow Time (s)	4.0	4.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	0.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0			3.0			3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		13.4		17.4	17.4			42.3			42.3	
Actuated g/C Ratio		0.17		0.22	0.22			0.53			0.53	
v/c Ratio		0.83		0.81	0.23			0.32			0.57	
Control Delay		79.4		35.6	18.6			21.6			20.8	
Queue Delay		0.0		0.0	0.0			0.4			0.0	
Total Delay		79.4		35.6	18.6			22.0			20.8	
LOS		E		D	B			C			C	
Approach Delay		79.4			31.5			22.0			20.8	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)		39		151	31			111			176	
Queue Length 95th (ft)		#126		m#210	m34			195			m248	
Internal Link Dist (ft)		294			788			265			159	
Turn Bay Length (ft)				100								
Base Capacity (vph)		124		379	417			827			732	
Starvation Cap Reductn		0		0	0			215			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.76		0.76	0.22			0.43			0.55	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 27 (34%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			170	160	
Travel Time (s)	16.6			3.9	3.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	0
Stage 1	1022	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

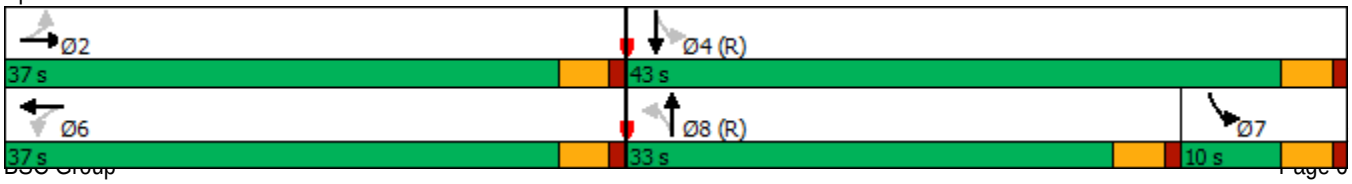
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	194	28	76	333	43	17	321	46	89	170	50
Future Volume (vph)	15	194	28	76	333	43	17	321	46	89	170	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.987			0.984			0.966	
Flt Protected		0.997			0.992			0.998		0.950		
Satd. Flow (prot)	0	1516	0	0	1653	0	0	1606	0	1525	1546	0
Flt Permitted		0.965			0.906			0.983		0.395		
Satd. Flow (perm)	0	1467	0	0	1509	0	0	1582	0	634	1546	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			208	
Travel Time (s)		17.5			10.8			14.3			4.7	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	7%	8%	11%	7%	11%	0%	5%	3%	3%	8%	3%
Adj. Flow (vph)	16	213	31	81	354	46	20	378	54	105	200	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	481	0	0	452	0	105	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.05	1.05	1.05	1.14	1.14	1.14	1.19	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	37.0	37.0		37.0	37.0		33.0	33.0		10.0	43.0	
Total Split (%)	46.3%	46.3%		46.3%	46.3%		41.3%	41.3%		12.5%	53.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		29.0	29.0		6.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		30.1			30.1			35.8		45.3	43.9	
Actuated g/C Ratio		0.38			0.38			0.45		0.57	0.55	
v/c Ratio		0.47			0.85			0.64		0.24	0.31	
Control Delay		21.5			37.5			18.9		13.3	12.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		21.5			37.5			18.9		13.3	12.1	
LOS		C			D			B		B	B	
Approach Delay		21.5			37.5			18.9			12.4	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		75			207			108		25	69	
Queue Length 95th (ft)		m131			#327			158		50	115	
Internal Link Dist (ft)		689			393			549			128	
Turn Bay Length (ft)										100		
Base Capacity (vph)		623			641			707		438	848	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.42			0.75			0.64		0.24	0.31	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 90.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Montello St. & Centre St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	1801	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1801	0	1801	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	730		150			161
Travel Time (s)	16.6		3.4			3.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	65	12	109	252	38	66	459	148	25	338	123
Future Volume (vph)	23	65	12	109	252	38	66	459	148	25	338	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	12	12	12	11	11	11
Storage Length (ft)	100		0	50		0	0		100	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.980			0.970			0.966	
Flt Protected	0.950			0.950				0.995			0.997	
Satd. Flow (prot)	1646	1439	0	1540	1588	0	0	1618	0	0	1561	0
Flt Permitted	0.538			0.545				0.912			0.953	
Satd. Flow (perm)	932	1439	0	883	1588	0	0	1483	0	0	1492	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			206	
Travel Time (s)		19.7			17.5			7.9			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	25	71	13	118	274	41	72	499	161	27	367	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	84	0	118	315	0	0	732	0	0	528	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.34	1.10	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		10.0	23.0		10.0	57.0		47.0	47.0	
Total Split (%)	16.3%	16.3%		12.5%	28.8%		12.5%	71.3%		58.8%	58.8%	
Maximum Green (s)	9.0	9.0		6.0	19.0		6.0	53.0		43.0	43.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		0.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lag	Lag		Lead			Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.5	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Act Effct Green (s)	11.9	11.9		20.0	20.0			54.0			54.0	
Actuated g/C Ratio	0.15	0.15		0.25	0.25			0.68			0.68	
v/c Ratio	0.18	0.39		0.42	0.79			0.73			0.52	
Control Delay	31.0	33.8		34.1	47.1			10.2			9.1	
Queue Delay	0.0	0.0		0.0	0.0			2.2			0.3	
Total Delay	31.0	33.8		34.1	47.1			12.4			9.4	
LOS	C	C		C	D			B			A	
Approach Delay		33.2			43.6			12.4			9.4	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	10	37		59	168			287			132	
Queue Length 95th (ft)	m21	m72		m88	m#252			172			186	
Internal Link Dist (ft)		788			689			266			126	
Turn Bay Length (ft)	100			50								
Base Capacity (vph)	138	213		279	412			1015			1007	
Starvation Cap Reductn	0	0		0	0			161			120	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.18	0.39		0.42	0.76			0.86			0.60	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 91.0% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

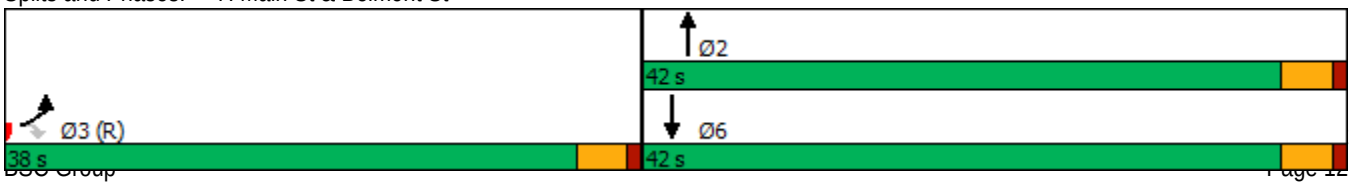
Splits and Phases: 6: Main St & Legion Pkwy/Centre St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	519	132	0	343	407	249
Future Volume (vph)	519	132	0	343	407	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Storage Length (ft)	0	250	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.949	
Flt Protected	0.950					
Satd. Flow (prot)	1593	1425	0	1732	1839	0
Flt Permitted	0.950					
Satd. Flow (perm)	1593	1425	0	1732	1839	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		143				
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			691	254	
Travel Time (s)	16.6			15.7	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	564	143	0	373	442	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	564	143	0	373	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1	1	
Detector Template						
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3			2	6	
Permitted Phases		3		2	6	
Detector Phase	3	3		2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	
Total Split (s)	38.0	38.0		42.0	42.0	
Total Split (%)	47.5%	47.5%		52.5%	52.5%	
Maximum Green (s)	34.0	34.0		38.0	38.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5		3.0	3.0	
Recall Mode	C-Min	C-Min		None	None	
Act Effct Green (s)	38.1	38.1		35.9	35.9	
Actuated g/C Ratio	0.48	0.48		0.45	0.45	
v/c Ratio	0.75	0.19		0.48	0.86	
Control Delay	31.3	8.9		17.2	32.0	
Queue Delay	0.0	0.0		0.6	10.8	
Total Delay	31.3	8.9		17.8	42.8	
LOS	C	A		B	D	
Approach Delay	26.8			17.8	42.8	
Approach LOS	C			B	D	
Queue Length 50th (ft)	270	15		119	385	
Queue Length 95th (ft)	#429	m46		184	#498	
Internal Link Dist (ft)	652			611	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	757	752		844	896	
Starvation Cap Reductn	0	0		0	164	
Spillback Cap Reductn	0	0		188	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.75	0.19		0.57	0.97	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 3:EBL, Start of Green, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 31.3 Intersection LOS: C
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main St & Belmont St

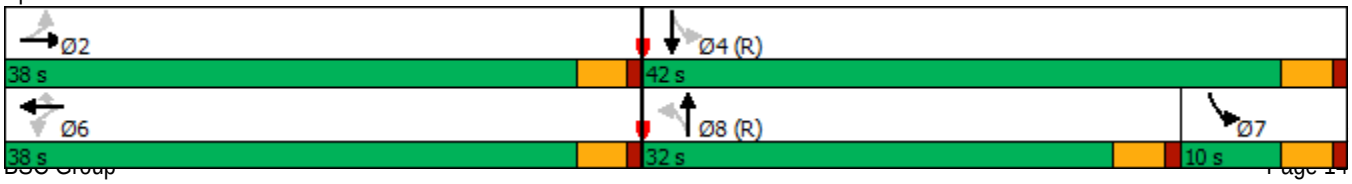


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	327	86	31	390	292	24	288	46	125	189	18
Future Volume (vph)	33	327	86	31	390	292	24	288	46	125	189	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		75	0		0	175		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969				0.850		0.983			0.987	
Flt Protected	0.950				0.996			0.997		0.950		
Satd. Flow (prot)	1454	1558	0	0	1619	1398	0	1697	0	1496	1522	0
Flt Permitted	0.244				0.875			0.972		0.415		
Satd. Flow (perm)	373	1558	0	0	1422	1398	0	1655	0	653	1522	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			160			1520	
Travel Time (s)		16.4			10.0			3.6			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.88	0.88	0.88	0.87	0.87	0.87
Heavy Vehicles (%)	8%	3%	2%	8%	5%	4%	8%	5%	6%	5%	7%	9%
Adj. Flow (vph)	36	355	93	36	448	336	27	327	52	144	217	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	448	0	0	484	336	0	406	0	144	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	32.0	32.0		10.0	42.0	
Total Split (%)	47.5%	47.5%		47.5%	47.5%	47.5%	40.0%	40.0%		12.5%	52.5%	
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	28.0	28.0		6.0	38.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	30.5	30.5			30.5	30.5		33.1		43.5	43.5	
Actuated g/C Ratio	0.38	0.38			0.38	0.38		0.41		0.54	0.54	
v/c Ratio	0.25	0.75			0.89	0.63		0.59		0.33	0.29	
Control Delay	22.4	31.3			43.0	25.2		24.2		15.5	12.3	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	22.4	31.3			43.0	25.2		24.2		15.5	12.3	
LOS	C	C			D	C		C		B	B	
Approach Delay		30.7			35.7			24.2			13.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	13	172			214	129		163		36	63	
Queue Length 95th (ft)	m12	m142			#317	191		259		70	113	
Internal Link Dist (ft)		640			360			80			1440	
Turn Bay Length (ft)						75				175		
Base Capacity (vph)	163	681			622	611		685		433	827	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.22	0.66			0.78	0.55		0.59		0.33	0.29	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 94.9% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Montello St. & Court St

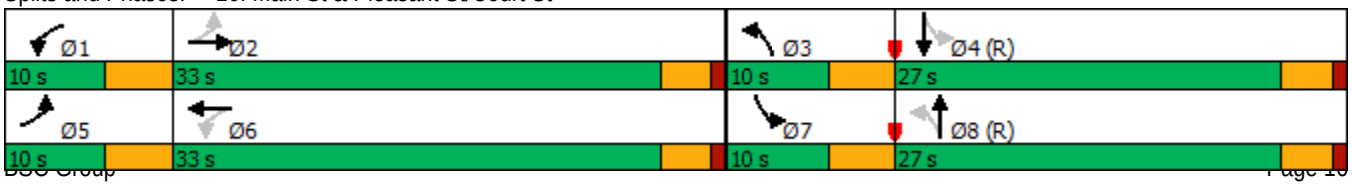


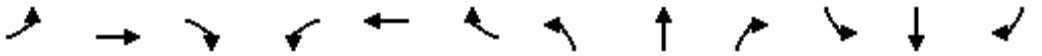
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	392	125	37	336	59	67	347	17	37	321	76
Future Volume (vph)	103	392	125	37	336	59	67	347	17	37	321	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	12	11
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.978			0.993			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1616	0	1540	1585	0	1354	1665	0	1540	1628	0
Flt Permitted	0.271			0.164			0.239			0.337		
Satd. Flow (perm)	454	1616	0	266	1585	0	341	1665	0	546	1628	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			13			3			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			161			504	
Travel Time (s)		9.9			16.4			3.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	112	426	136	40	365	64	73	377	18	40	349	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	562	0	40	429	0	73	395	0	40	432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.19	1.19	1.19	1.40	1.14	1.14	1.19	1.14	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	19.0	
Total Split (s)	10.0	33.0		10.0	33.0		10.0	27.0		10.0	27.0	
Total Split (%)	12.5%	41.3%		12.5%	41.3%		12.5%	33.8%		12.5%	33.8%	
Maximum Green (s)	6.0	29.0		6.0	29.0		6.0	23.0		6.0	23.0	
Yellow Time (s)	4.0	3.0		4.0	3.0		4.0	3.0		4.0	3.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	3.5		2.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	34.3	30.1		33.7	28.1		36.1	31.9		35.4	29.6	
Actuated g/C Ratio	0.43	0.38		0.42	0.35		0.45	0.40		0.44	0.37	
v/c Ratio	0.38	0.90		0.18	0.76		0.29	0.59		0.12	0.71	
Control Delay	20.9	47.4		16.0	25.0		17.0	27.2		14.4	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.9	47.4		16.0	25.0		17.0	27.2		14.4	32.0	
LOS	C	D		B	C		B	C		B	C	
Approach Delay		43.0			24.3			25.6			30.5	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	54	306		7	77		22	178		11	197	
Queue Length 95th (ft)	m58	m#348		m17	m187		47	#319		29	#362	
Internal Link Dist (ft)		355			640			81			424	
Turn Bay Length (ft)	100									75		
Base Capacity (vph)	294	636		223	602		248	666		331	611	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.88		0.18	0.71		0.29	0.59		0.12	0.71	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 53 (66%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 78.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Main St & Pleasant St/Court St



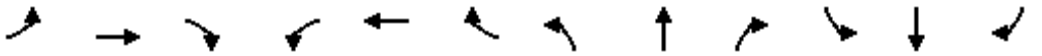


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	557	136	101	373	6	190	32	13	51	137	0
Future Volume (vph)	6	557	136	101	373	6	190	32	13	51	137	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	10	11	11	11	11	11
Storage Length (ft)	0		100	100		0	75		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.957				
Flt Protected		0.999		0.950			0.950				0.987	
Satd. Flow (prot)	0	1559	1326	1510	1595	0	1486	1551	0	0	1536	0
Flt Permitted		0.996		0.161			0.950				0.987	
Satd. Flow (perm)	0	1554	1326	256	1595	0	1486	1551	0	0	1536	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			145		2			14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		522			585			427			214	
Travel Time (s)		11.9			13.3			9.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	6%	4%	7%	0%	2%	2%	2%	4%	7%	0%
Adj. Flow (vph)	7	605	148	110	405	7	207	35	14	55	149	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	612	148	110	412	0	207	49	0	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.14	1.14	1.25	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	38.0	38.0	18.0	10.0	48.0		18.0	18.0		14.0	14.0	
Total Split (%)	47.5%	47.5%	22.5%	12.5%	60.0%		22.5%	22.5%		17.5%	17.5%	
Maximum Green (s)	34.0	34.0	14.0	6.0	44.0		14.0	14.0		10.0	10.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	4.5	4.5	1.5	0.2	4.5		1.5	1.5		1.5	1.5	
Recall Mode	None	None	C-Min	None	None		C-Min	C-Min		None	None	
Act Effct Green (s)		34.4	52.0	42.4	42.4		17.0	17.0			11.6	
Actuated g/C Ratio		0.43	0.65	0.53	0.53		0.21	0.21			0.14	
v/c Ratio		0.92	0.16	0.45	0.49		0.66	0.14			0.92	
Control Delay		42.8	1.0	16.6	11.5		48.4	29.7			79.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		42.8	1.0	16.6	11.5		48.4	29.7			79.7	
LOS		D	A	B	B		D	C			E	
Approach Delay		34.6			12.6			44.8			79.7	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)		274	0	20	89		104	7			107	
Queue Length 95th (ft)		#483	9	m37	125		m#206	m0			#240	
Internal Link Dist (ft)		442			505			347			134	
Turn Bay Length (ft)			100	100			75					
Base Capacity (vph)		683	916	245	902		320	345			222	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.90	0.16	0.45	0.46		0.65	0.14			0.92	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 8:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 91.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Warren Ave & Pleasant St

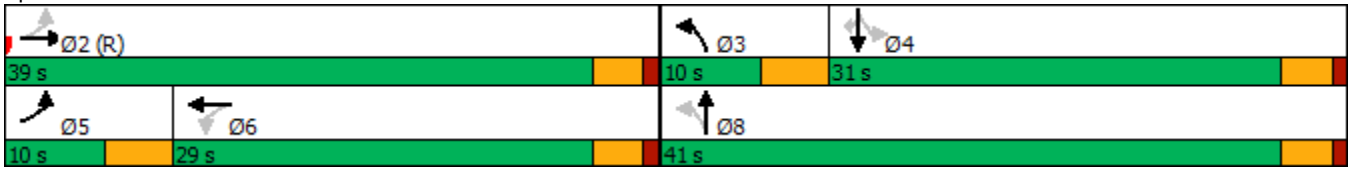


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	449	46	25	212	12	148	107	115	87	124	210
Future Volume (vph)	95	449	46	25	212	12	148	107	115	87	124	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		200	0		0	0		100	0		100
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.993			0.958				0.850
Flt Protected	0.950				0.995			0.980			0.980	
Satd. Flow (prot)	1540	1598	0	0	1601	0	0	1521	0	0	1588	1378
Flt Permitted	0.467				0.930			0.738			0.742	
Satd. Flow (perm)	757	1598	0	0	1497	0	0	1146	0	0	1202	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			39				228
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	488	50	27	230	13	161	116	125	95	135	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	538	0	0	270	0	0	402	0	0	230	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		3	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.0	39.0		29.0	29.0		10.0	41.0		31.0	31.0	31.0
Total Split (%)	12.5%	48.8%		36.3%	36.3%		12.5%	51.3%		38.8%	38.8%	38.8%
Maximum Green (s)	6.0	35.0		25.0	25.0		6.0	37.0		27.0	27.0	27.0
Yellow Time (s)	4.0	3.0		3.0	3.0		4.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	C-Min		None	None		None	None		None	None	None
Act Effct Green (s)	40.1	40.1			31.8			33.9			33.9	33.9
Actuated g/C Ratio	0.50	0.50			0.40			0.42			0.42	0.42
v/c Ratio	0.23	0.67			0.45			0.79			0.45	0.32
Control Delay	13.7	21.4			41.7			29.9			13.4	2.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	13.7	21.4			41.7			29.9			13.4	2.6
LOS	B	C			D			C			B	A
Approach Delay		20.2			41.7			29.9			8.0	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	28	204			149			142			33	1
Queue Length 95th (ft)	59	337			m177			253			m90	m23
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)												100
Base Capacity (vph)	451	806			599			565			520	726
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.23	0.67			0.45			0.71			0.44	0.31

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 21 (26%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Warren Ave & Belmont St

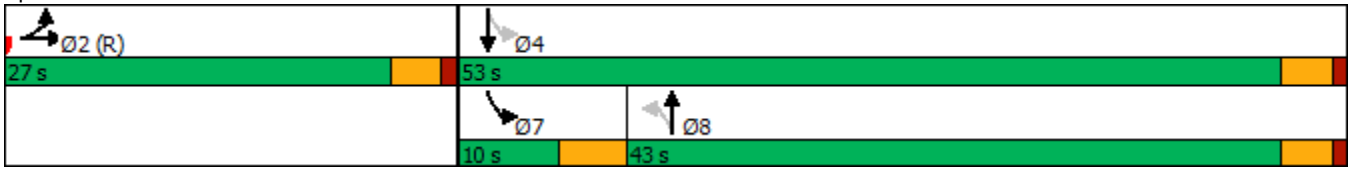


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	445	16	0	0	0	86	257	41	42	168	197
Future Volume (vph)	80	445	16	0	0	0	86	257	41	42	168	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		200	0		0	0		0	150		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.986			0.919	
Flt Protected		0.993						0.989		0.950		
Satd. Flow (prot)	0	2890	0	0	0	0	0	1575	0	1496	1435	0
Flt Permitted		0.993						0.820		0.383		
Satd. Flow (perm)	0	2890	0	0	0	0	0	1306	0	603	1435	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			792			413	
Travel Time (s)		19.5			11.0			18.0			9.4	
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.80	0.80	0.80	0.84	0.84	0.84
Heavy Vehicles (%)	2%	8%	21%	0%	0%	0%	6%	6%	5%	5%	8%	4%
Adj. Flow (vph)	90	500	18	0	0	0	108	321	51	50	200	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	608	0	0	0	0	0	480	0	50	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		19.0	10.0	
Total Split (s)	27.0	27.0					43.0	43.0		10.0	53.0	
Total Split (%)	33.8%	33.8%					53.8%	53.8%		12.5%	66.3%	
Maximum Green (s)	23.0	23.0					39.0	39.0		6.0	49.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		4.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0						3.0		3.0	3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		2.5	0.5	
Recall Mode	C-Min	C-Min					None	None		None	None	
Act Effct Green (s)		33.6						33.8		40.4	40.4	
Actuated g/C Ratio		0.42						0.42		0.50	0.50	
v/c Ratio		0.50						0.87		0.13	0.60	
Control Delay		25.6						37.7		4.9	13.3	
Queue Delay		0.0						0.0		0.0	0.4	
Total Delay		25.6						37.7		4.9	13.8	
LOS		C						D		A	B	
Approach Delay		25.6						37.7			12.8	
Approach LOS		C						D			B	
Queue Length 50th (ft)		153						203		4	104	
Queue Length 95th (ft)		214						245		10	57	
Internal Link Dist (ft)		776			406			712			333	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1222						653		388	900	
Starvation Cap Reductn		0						0		0	147	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.50						0.74		0.13	0.58	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 19: Montello St. & Crescent St

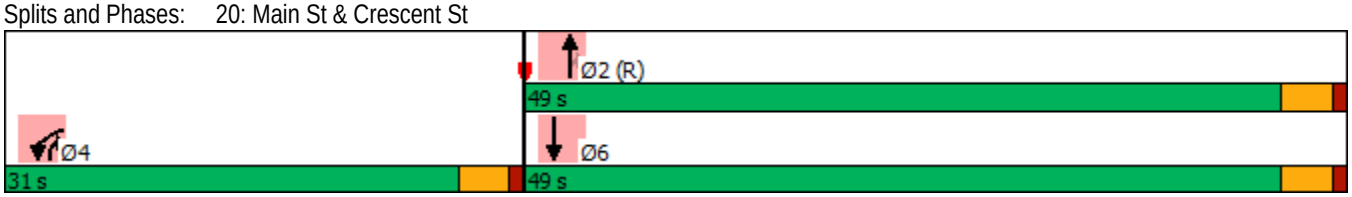


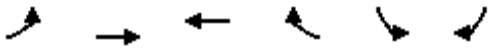
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	215	68	477	385	0	441
Future Volume (vph)	215	68	477	385	0	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968			0.850		
Flt Protected	0.963					
Satd. Flow (prot)	1667	0	1676	1425	0	1653
Flt Permitted	0.963					
Satd. Flow (perm)	1667	0	1676	1425	0	1653
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	22					
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	234	74	518	418	0	479
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	0	518	418	0	479
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.14	1.14	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1	1		1
Detector Template						
Leading Detector (ft)	50		50	50		50
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	50		50	50		50
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	4		2	4		6
Permitted Phases				2		
Detector Phase	4		2	4		6
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0		6.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	10.0		10.0	10.0		10.0
Total Split (s)	31.0		49.0	31.0		49.0
Total Split (%)	38.8%		61.3%	38.8%		61.3%
Maximum Green (s)	27.0		45.0	27.0		45.0
Yellow Time (s)	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	3.0		3.0	3.0		3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5		3.0	1.5		3.0
Recall Mode	None		C-Min	None		Min
Act Effct Green (s)	19.1		54.9	80.0		54.9
Actuated g/C Ratio	0.24		0.69	1.00		0.69
v/c Ratio	0.74		0.45	0.29		0.42
Control Delay	48.0		10.3	0.4		9.4
Queue Delay	70.1		1.5	0.0		0.9
Total Delay	118.1		11.8	0.4		10.3
LOS	F		B	A		B
Approach Delay	118.1		6.7			10.3
Approach LOS	F		A			B
Queue Length 50th (ft)	164		126	0		132
Queue Length 95th (ft)	m199		238	m0		m99
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)				100		
Base Capacity (vph)	597		1151	1418		1135
Starvation Cap Reductn	0		431	0		382
Spillback Cap Reductn	453		184	0		173
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	2.14		0.72	0.29		0.64

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Main St & Crescent St

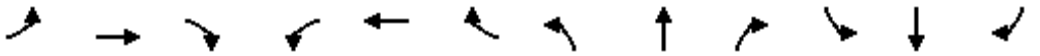




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	633	0	845	0	0
Future Volume (vph)	0	633	0	845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	299		340	
Travel Time (s)		5.0	6.8		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	703	0	939	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	703	0	939	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.9% ICU Level of Service A
Analysis Period (min) 15

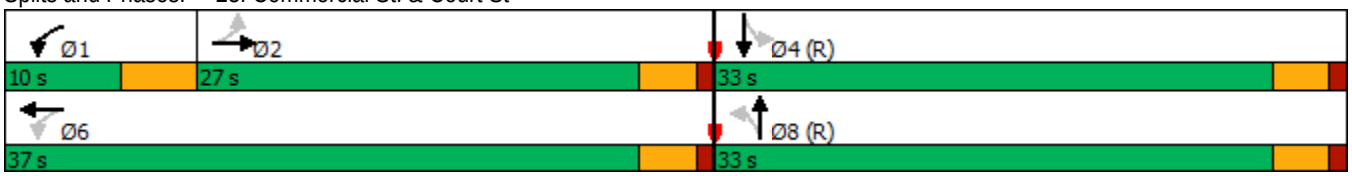
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	261	238	156	319	0	394	0	83	0	0	0
Future Volume (vph)	0	261	238	156	319	0	394	0	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1815	0	1586	1912	0	1620	1371	0	0	1900	0
Flt Permitted				0.156			0.757					
Satd. Flow (perm)	0	1815	0	260	1912	0	1291	1371	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71						515				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.85	0.85	0.85	0.25	0.25	0.25
Heavy Vehicles (%)	0%	5%	4%	10%	6%	0%	4%	0%	6%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	290	264	170	347	0	464	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	170	347	0	464	98	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	

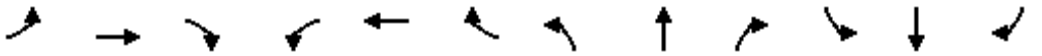


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	27.0	27.0		10.0	37.0		33.0	33.0		33.0	33.0	
Total Split (%)	38.6%	38.6%		14.3%	52.9%		47.1%	47.1%		47.1%	47.1%	
Maximum Green (s)	23.0	23.0		6.0	33.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		22.6		33.2	33.2		30.8	30.8				
Actuated g/C Ratio		0.32		0.47	0.47		0.44	0.44				
v/c Ratio		0.88		0.64	0.38		0.82	0.11				
Control Delay		36.3		23.7	13.1		29.3	0.2				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		36.3		23.7	13.1		29.3	0.2				
LOS		D		C	B		C	A				
Approach Delay		36.3			16.6			24.3				
Approach LOS		D			B			C				
Queue Length 50th (ft)		189		40	88		191	0				
Queue Length 95th (ft)		#360		#101	145		#299	m0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							200					
Base Capacity (vph)		668		266	934		573	894				
Starvation Cap Reductn		0		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.83		0.64	0.37		0.81	0.11				

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 13 (19%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Commercial St. & Court St



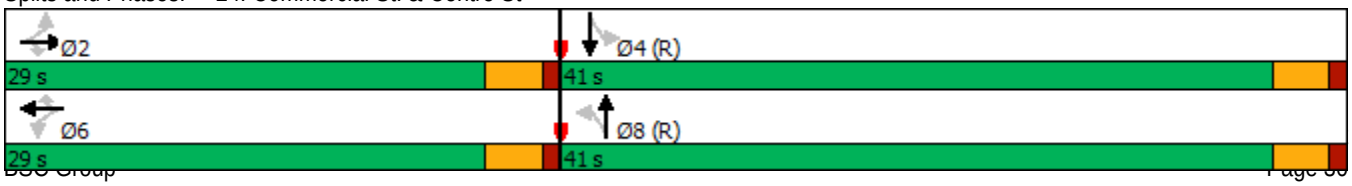


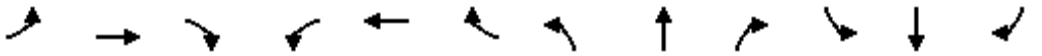
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	238	50	52	318	70	71	364	122	66	265	63
Future Volume (vph)	43	238	50	52	318	70	71	364	122	66	265	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	100		0	0		0	0		0	175		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.971	
Flt Protected		0.992			0.993			0.994		0.950		
Satd. Flow (prot)	0	1717	1487	0	1800	1574	0	1966	0	1652	1999	0
Flt Permitted		0.691			0.794			0.913		0.397		
Satd. Flow (perm)	0	1196	1487	0	1440	1574	0	1806	0	690	1999	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			75		32			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	29%	2%	5%	10%	8%	6%	8%	5%	6%	2%	4%	7%
Adj. Flow (vph)	51	283	60	56	342	75	79	404	136	75	301	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	334	60	0	398	75	0	619	0	75	373	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	41.0	41.0		41.0	41.0	
Total Split (%)	41.4%	41.4%	41.4%	41.4%	41.4%	41.4%	58.6%	58.6%		58.6%	58.6%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	37.0	37.0		37.0	37.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		21.4	21.4		21.4	21.4		42.6		42.6	42.6	
Actuated g/C Ratio		0.31	0.31		0.31	0.31		0.61		0.61	0.61	
v/c Ratio		0.92	0.12		0.91	0.14		0.56		0.18	0.30	
Control Delay		53.9	5.2		48.5	4.9		9.5		2.7	2.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		53.9	5.2		48.5	4.9		9.5		2.7	2.0	
LOS		D	A		D	A		A		A	A	
Approach Delay		46.5			41.6			9.5			2.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		135	0		160	0		112		2	6	
Queue Length 95th (ft)		#220	18		#278	23		190		m13	m60	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)										175		
Base Capacity (vph)		444	590		534	631		1112		420	1227	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.75	0.10		0.75	0.12		0.56		0.18	0.30	

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 96.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Commercial St. & Centre St



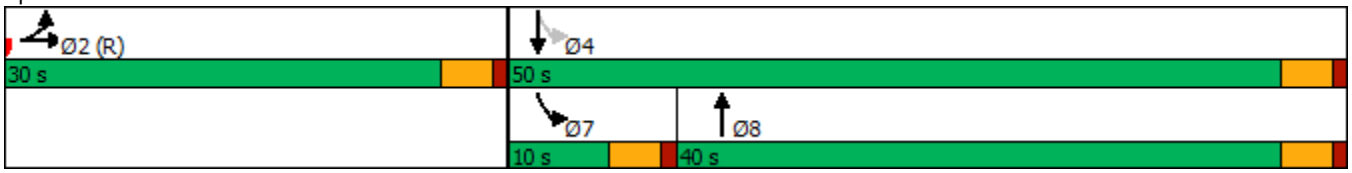


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	398	16	0	0	0	0	178	96	136	161	0
Future Volume (vph)	114	398	16	0	0	0	0	178	96	136	161	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.953				
Flt Protected		0.989									0.978	
Satd. Flow (prot)	0	3296	0	0	0	0	0	1741	0	0	1963	0
Flt Permitted		0.989									0.606	
Satd. Flow (perm)	0	3296	0	0	0	0	0	1741	0	0	1217	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.25	0.25	0.25	0.87	0.87	0.87	0.73	0.73	0.73
Heavy Vehicles (%)	14%	6%	8%	0%	0%	0%	0%	4%	4%	4%	10%	0%
Adj. Flow (vph)	134	468	19	0	0	0	0	205	110	186	221	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	0	0	0	0	315	0	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0						6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0						10.0		10.0	10.0	
Total Split (s)	30.0	30.0						40.0		10.0	50.0	
Total Split (%)	37.5%	37.5%						50.0%		12.5%	62.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	26.0	26.0						36.0		6.0	46.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	C-Max	C-Max						Min		None	Min	
Act Effct Green (s)		39.1						34.9			34.9	
Actuated g/C Ratio		0.49						0.44			0.44	
v/c Ratio		0.39						0.42			0.77	
Control Delay		5.9						15.9			28.2	
Queue Delay		0.0						0.0			2.6	
Total Delay		5.9						15.9			30.8	
LOS		A						B			C	
Approach Delay		5.9						15.9			30.8	
Approach LOS		A						B			C	
Queue Length 50th (ft)		24						103			164	
Queue Length 95th (ft)		37						116			143	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1612						860			714	
Starvation Cap Reductn		0						0			195	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.39						0.37			0.78	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 25: Perkins St/Commercial St. & Crescent St

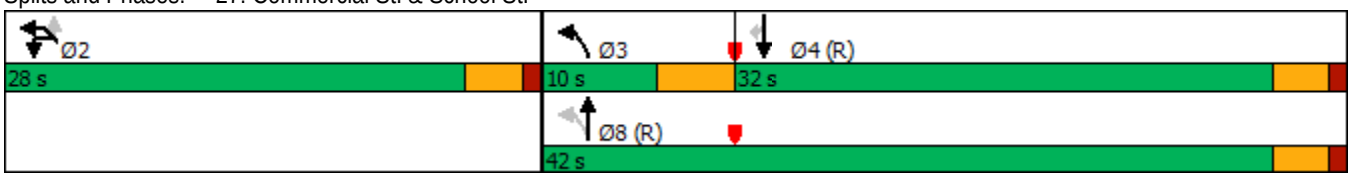


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	22	270	0	0	273	93	24	533	288
Future Volume (vph)	0	0	22	270	0	0	273	93	24	533	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		125		0	125
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	1719	2031	0	0	1766	1487	0	3302	1538
Flt Permitted			0.448							0.950	
Satd. Flow (perm)	0	0	811	2031	0	0	1766	1487	0	3302	1538
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								113			360
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.25	0.25	0.79	0.79	0.79	0.82	0.82	0.82	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	19%	6%	0%	0%	4%	5%	14%	2%	5%
Adj. Flow (vph)	0	0	28	342	0	0	333	113	30	666	360
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	28	342	0	0	333	113	0	696	360
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	10			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			6.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			10.0	10.0			10.0	10.0	10.0	10.0	10.0
Total Split (s)			10.0	42.0			32.0	32.0	28.0	28.0	28.0
Total Split (%)			14.3%	60.0%			45.7%	45.7%	40.0%	40.0%	40.0%
Maximum Green (s)			6.0	38.0			28.0	28.0	24.0	24.0	24.0
Yellow Time (s)			4.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			0.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lead				Lag	Lag			
Lead-Lag Optimize?			Yes				Yes	Yes			
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	C-Min			C-Min	C-Min	None	None	None
Act Effct Green (s)			42.2	42.2			38.2	38.2		21.8	21.8
Actuated g/C Ratio			0.60	0.60			0.55	0.55		0.31	0.31
v/c Ratio			0.05	0.28			0.35	0.13		0.68	0.50
Control Delay			7.5	8.4			11.7	2.9		24.1	4.5
Queue Delay			0.0	1.5			0.0	0.0		0.0	0.0
Total Delay			7.5	9.8			11.7	2.9		24.1	4.5
LOS			A	A			B	A		C	A
Approach Delay				9.6			9.5			17.4	
Approach LOS				A			A			B	
Queue Length 50th (ft)			4	63			79	5		132	0
Queue Length 95th (ft)			14	109			m88	m1		139	29
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)								125			125
Base Capacity (vph)			579	1239			976	873		1203	789
Starvation Cap Reductn			0	692			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.05	0.63			0.34	0.13		0.58	0.46

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 12 (17%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Commercial St. & School St.

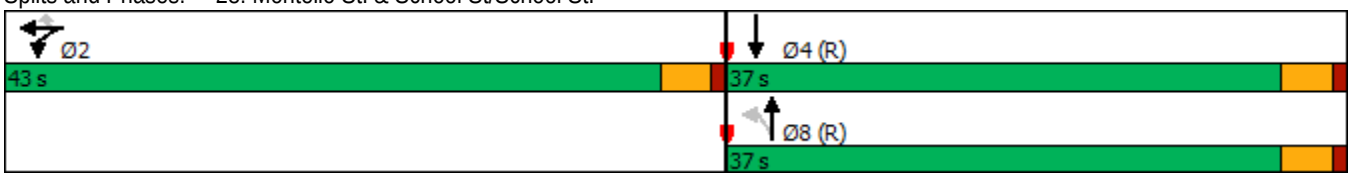


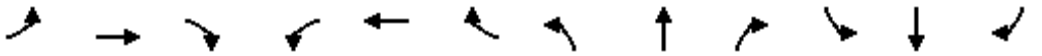
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	149	430	69	22	316	0	0	257	17
Future Volume (vph)	0	0	0	149	430	69	22	316	0	0	257	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	13	13
Storage Length (ft)	0		0	150		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.992	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1516	1550	1304	1458	1492	0	0	1630	0
Flt Permitted				0.950			0.482					
Satd. Flow (perm)	0	0	0	1516	1550	1304	740	1492	0	0	1630	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						85						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.82	0.82	0.82	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	3%	4%	4%	7%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	184	531	85	27	385	0	0	310	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	184	531	85	27	385	0	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	Perm	NA			NA	
Protected Phases				2	2			8			4	
Permitted Phases						2	8					
Detector Phase				2	2	2	8	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	6.0	6.0			6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				10.0	10.0	10.0	10.0	10.0			10.0	
Total Split (s)				43.0	43.0	43.0	37.0	37.0			37.0	
Total Split (%)				53.8%	53.8%	53.8%	46.3%	46.3%			46.3%	
Maximum Green (s)				39.0	39.0	39.0	33.0	33.0			33.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	4.5	4.5			4.5	
Recall Mode				None	None	None	C-Min	C-Min			C-Min	
Act Effct Green (s)				33.2	33.2	33.2	40.8	40.8			40.8	
Actuated g/C Ratio				0.42	0.42	0.42	0.51	0.51			0.51	
v/c Ratio				0.29	0.83	0.14	0.07	0.51			0.40	
Control Delay				15.5	31.7	3.3	20.7	24.3			10.4	
Queue Delay				0.0	0.0	0.0	0.0	0.3			0.0	
Total Delay				15.5	31.7	3.3	20.7	24.6			10.4	
LOS				B	C	A	C	C			B	
Approach Delay					25.0			24.3			10.4	
Approach LOS					C			C			B	
Queue Length 50th (ft)				58	223	0	10	190			63	
Queue Length 95th (ft)				78	255	16	m15	218			114	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				150			150					
Base Capacity (vph)				758	775	694	377	760			830	
Starvation Cap Reductn				0	0	0	0	85			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.24	0.69	0.12	0.07	0.57			0.40	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Montello St. & School St/School St.



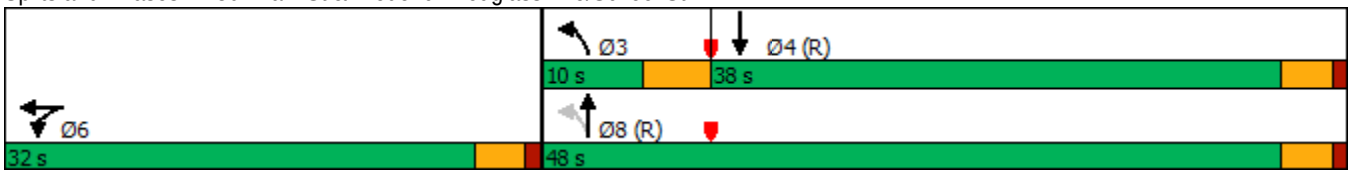


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	206	149	114	37	559	0	0	381	78
Future Volume (vph)	0	0	0	206	149	114	37	559	0	0	381	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967						0.977	
Flt Protected					0.979			0.997				
Satd. Flow (prot)	0	0	0	0	1799	0	0	1616	0	0	1638	0
Flt Permitted					0.979			0.954				
Satd. Flow (perm)	0	0	0	0	1799	0	0	1546	0	0	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23						16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	224	162	124	40	608	0	0	414	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	510	0	0	648	0	0	499	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	1			1	
Detector Template												
Leading Detector (ft)				50	50		50	50			50	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				50	50		50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				6	6		3	8			4	
Permitted Phases							8					
Detector Phase				6	6		3	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	
Minimum Split (s)				10.0	10.0		10.0	10.0			10.0	
Total Split (s)				32.0	32.0		10.0	48.0			38.0	
Total Split (%)				40.0%	40.0%		12.5%	60.0%			47.5%	
Maximum Green (s)				28.0	28.0		6.0	44.0			34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				3.0	3.0		4.0	3.0			3.0	
All-Red Time (s)				1.0	1.0		0.0	1.0			1.0	
Lost Time Adjust (s)					-1.0			-1.0			-1.0	
Total Lost Time (s)					3.0			3.0			3.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				1.5	1.5		1.5	1.5			1.5	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)					25.8			48.2			48.2	
Actuated g/C Ratio					0.32			0.60			0.60	
v/c Ratio					0.86			0.70			0.50	
Control Delay					44.5			11.7			9.3	
Queue Delay					0.1			4.3			1.0	
Total Delay					44.6			16.0			10.4	
LOS					D			B			B	
Approach Delay					44.6			16.0			10.4	
Approach LOS					D			B			B	
Queue Length 50th (ft)					275			175			66	
Queue Length 95th (ft)					#379			m204			83	
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					671			935			992	
Starvation Cap Reductn					0			209			190	
Spillback Cap Reductn					3			158			260	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.76			0.89			0.68	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 101.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Main St & Frederick Douglass Ave/School St

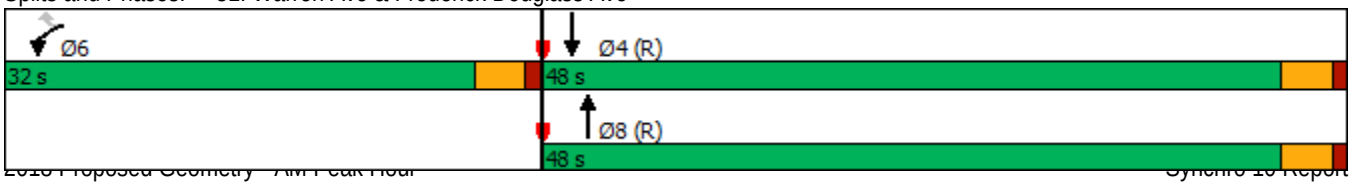


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	244	20	225	0	0	520
Future Volume (vph)	244	20	225	0	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	0	300		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1327	1425	1621	0	0	1621
Flt Permitted	0.950					
Satd. Flow (perm)	1327	1425	1621	0	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		22				
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	265	22	245	0	0	565
Shared Lane Traffic (%)						
Lane Group Flow (vph)	265	22	245	0	0	565
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.43	1.14	1.19	1.19	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1			1
Detector Template						
Leading Detector (ft)	50	50	50			50
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	50	50	50			50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	6		8			4
Permitted Phases		6				
Detector Phase	6	6	8			4
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	6.0	6.0	6.0			6.0
Minimum Split (s)	10.0	10.0	10.0			10.0
Total Split (s)	32.0	32.0	48.0			48.0
Total Split (%)	40.0%	40.0%	60.0%			60.0%
Maximum Green (s)	28.0	28.0	44.0			44.0
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0			-1.0
Total Lost Time (s)	3.0	3.0	3.0			3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	4.5			4.5
Recall Mode	None	None	C-Min			C-Min
Act Effct Green (s)	21.3	21.3	52.7			52.7
Actuated g/C Ratio	0.27	0.27	0.66			0.66
v/c Ratio	0.75	0.06	0.23			0.53
Control Delay	42.0	13.3	7.2			10.2
Queue Delay	0.0	0.0	0.0			1.4
Total Delay	42.0	13.3	7.2			11.6
LOS	D	B	A			B
Approach Delay	39.8		7.2			11.6
Approach LOS	D		A			B
Queue Length 50th (ft)	130	3	40			177
Queue Length 95th (ft)	m166	m5	m149			m162
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)		300				
Base Capacity (vph)	481	530	1067			1067
Starvation Cap Reductn	0	0	0			304
Spillback Cap Reductn	0	0	0			167
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.55	0.04	0.23			0.74

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 67 (84%), Referenced to phase 4:SBT and 8:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	7	14	56	417	48	11	471	20
Future Volume (vph)	0	0	0	14	7	14	56	417	48	11	471	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	13	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.946			0.988			0.995	
Flt Protected					0.980			0.995			0.999	
Satd. Flow (prot)	0	0	0	0	1784	0	0	1770	0	0	1852	0
Flt Permitted					0.980			0.995			0.999	
Satd. Flow (perm)	0	0	0	0	1784	0	0	1770	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			730			206			150	
Travel Time (s)		21.1			16.6			4.7			3.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	16	8	16	62	463	53	12	523	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	40	0	0	578	0	0	557	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	14	7	14	56	417	48	11	471	20
Future Vol, veh/h	0	0	0	14	7	14	56	417	48	11	471	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	8	16	62	463	53	12	523	22

Major/Minor	Minor1				Major1				Major2			
Conflicting Flow All	1172	1183	490	545	0	0	516	0	0			
Stage 1	614	614	-	-	-	-	-	-	-			
Stage 2	558	569	-	-	-	-	-	-	-			
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-			
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-			
Pot Cap-1 Maneuver	213	189	578	1024	-	-	1050	-	-			
Stage 1	540	483	-	-	-	-	-	-	-			
Stage 2	573	506	-	-	-	-	-	-	-			
Platoon blocked, %					-	-		-	-			
Mov Cap-1 Maneuver	191	0	578	1024	-	-	1050	-	-			
Mov Cap-2 Maneuver	191	0	-	-	-	-	-	-	-			
Stage 1	485	0	-	-	-	-	-	-	-			
Stage 2	573	0	-	-	-	-	-	-	-			

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0.9	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1024	-	-	287	1050	-	-
HCM Lane V/C Ratio	0.061	-	-	0.136	0.012	-	-
HCM Control Delay (s)	8.7	0	-	19.5	8.5	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	13	31	348	296	11
Future Volume (vph)	10	13	31	348	296	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923				0.995	
Flt Protected	0.979			0.996		
Satd. Flow (prot)	1660	0	0	1925	1889	0
Flt Permitted	0.979			0.996		
Satd. Flow (perm)	1660	0	0	1925	1889	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			208	170	
Travel Time (s)	16.6			4.7	3.9	
Peak Hour Factor	0.61	0.61	0.89	0.89	0.90	0.90
Heavy Vehicles (%)	0%	0%	3%	5%	7%	0%
Adj. Flow (vph)	16	21	35	391	329	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	426	341	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.6% ICU Level of Service A
Analysis Period (min) 15

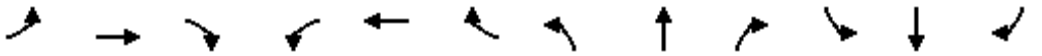
Intersection						
Int Delay, s/veh	1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	13	31	348	296	11
Future Vol, veh/h	10	13	31	348	296	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	89	89	90	90
Heavy Vehicles, %	0	0	3	5	7	0
Mvmt Flow	16	21	35	391	329	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	796	335	341	0	-	0
Stage 1	335	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	359	712	1213	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	712	1213	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	488	-	-
HCM Lane V/C Ratio	0.029	-	0.077	-	-
HCM Control Delay (s)	8.1	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	43	41	25	17	8	227	0	0	361	13
Future Volume (vph)	43	0	43	41	25	17	8	227	0	0	361	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.973						0.995	
Flt Protected		0.976			0.976			0.998				
Satd. Flow (prot)	0	1864	0	0	1828	0	0	1797	0	0	1792	0
Flt Permitted		0.976			0.976			0.998				
Satd. Flow (perm)	0	1864	0	0	1828	0	0	1797	0	0	1792	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			930			239			427	
Travel Time (s)		8.8			21.1			5.4			9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	0	47	45	27	18	9	247	0	0	392	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	90	0	0	256	0	0	406	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.88	0.88	0.88	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

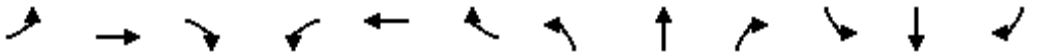
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.8% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	0	43	41	25	17	8	227	0	0	361	13
Future Vol, veh/h	43	0	43	41	25	17	8	227	0	0	361	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	47	45	27	18	9	247	0	0	392	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	687	664	399	688	671	247	406	0	0	247	0	0
Stage 1	399	399	-	265	265	-	-	-	-	-	-	-
Stage 2	288	265	-	423	406	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	361	381	651	360	378	792	1153	-	-	1319	-	-
Stage 1	627	602	-	740	689	-	-	-	-	-	-	-
Stage 2	720	689	-	609	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	331	378	651	332	375	792	1153	-	-	1319	-	-
Mov Cap-2 Maneuver	331	378	-	332	375	-	-	-	-	-	-	-
Stage 1	621	602	-	733	683	-	-	-	-	-	-	-
Stage 2	669	683	-	565	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	16.9	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	439	392	1319	-	-
HCM Lane V/C Ratio	0.008	-	-	0.213	0.23	-	-	-
HCM Control Delay (s)	8.1	0	-	15.4	16.9	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	282	24	0	0	0	98	420	28	63	423	161
Future Volume (vph)	188	282	24	0	0	0	98	420	28	63	423	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.993			0.966	
Flt Protected		0.981						0.991			0.995	
Satd. Flow (prot)	0	1579	0	0	0	0	0	1356	0	0	1558	0
Flt Permitted		0.981						0.794			0.904	
Satd. Flow (perm)	0	1579	0	0	0	0	0	1086	0	0	1415	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								6			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10	10			
Adj. Flow (vph)	204	307	26	0	0	0	107	457	30	68	460	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	537	0	0	0	0	0	594	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.46	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	2	2						8			4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

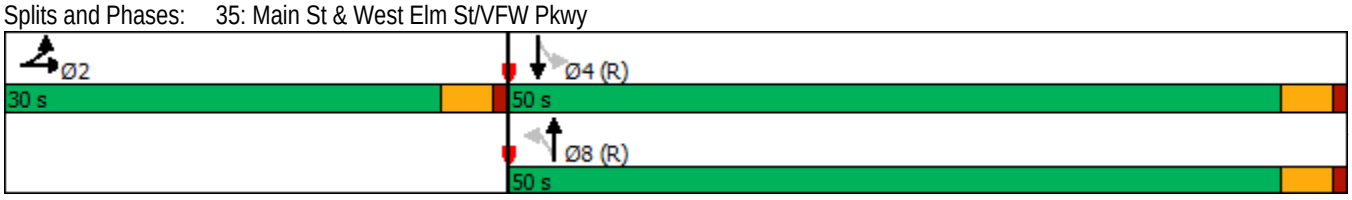
Lanes, Volumes, Timings
35: Main St & West Elm St/VFW Pkwy

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%					62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	26.0	26.0					46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5					1.5	1.5		1.5	1.5	
Recall Mode	None	None					C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		28.1						45.9			45.9	
Actuated g/C Ratio		0.35						0.57			0.57	
v/c Ratio		0.97						0.95			0.85	
Control Delay		51.1						43.5			24.2	
Queue Delay		0.0						32.6			0.3	
Total Delay		51.1						76.1			24.5	
LOS		D						E			C	
Approach Delay		51.1						76.1			24.5	
Approach LOS		D						E			C	
Queue Length 50th (ft)		~289						292			256	
Queue Length 95th (ft)		#464						#483			#493	
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)												
Base Capacity (vph)		554						640			846	
Starvation Cap Reductn		0						83			13	
Spillback Cap Reductn		0						50			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.97						1.07			0.84	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 63 (79%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 49.0 Intersection LOS: D
Intersection Capacity Utilization 90.0% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

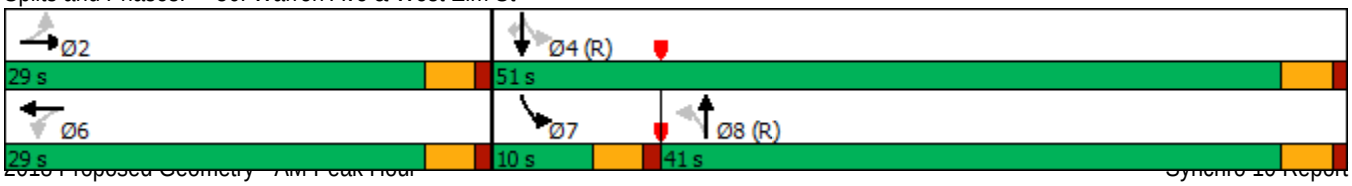


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	261	61	17	212	29	21	172	22	182	343	240
Future Volume (vph)	25	261	61	17	212	29	21	172	22	182	343	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.985			0.986				0.850
Flt Protected		0.996			0.997			0.995			0.983	
Satd. Flow (prot)	0	1575	0	0	1591	0	0	1590	0	0	1593	1378
Flt Permitted		0.970			0.968			0.937			0.806	
Satd. Flow (perm)	0	1534	0	0	1545	0	0	1497	0	0	1306	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			9			10				257
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	284	66	18	230	32	23	187	24	198	373	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	0	280	0	0	234	0	0	571	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		10.0	51.0	51.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		51.3%	51.3%		12.5%	63.8%	63.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		37.0	37.0		6.0	47.0	47.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)		3.0			3.0			3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	C-Min
Act Effct Green (s)		22.9			22.9			51.1			51.1	51.1
Actuated g/C Ratio		0.29			0.29			0.64			0.64	0.64
v/c Ratio		0.84			0.62			0.24			0.68	0.27
Control Delay		43.1			14.4			8.2			18.9	3.4
Queue Delay		0.0			0.0			0.0			0.3	0.0
Total Delay		43.1			14.4			8.2			19.2	3.4
LOS		D			B			A			B	A
Approach Delay		43.1			14.4			8.2			14.2	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)		164			60			51			308	22
Queue Length 95th (ft)		#289			m89			m108			258	19
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		508			508			959			834	973
Starvation Cap Reductn		0			0			0			37	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.74			0.55			0.24			0.72	0.27

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 61 (76%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Warren Ave & West Elm St



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	1	0	70	4	2	43	58	1	4	5	624	1
Future Volume (vph)	1	0	70	4	2	43	58	1	4	5	624	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867				0.926			0.932			
Flt Protected		0.999				0.997			0.976			
Satd. Flow (prot)	0	1684	0	0	0	1772	0	0	1671	0	2049	0
Flt Permitted		0.999				0.997			0.976			
Satd. Flow (perm)	0	1684	0	0	0	1772	0	0	1671	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		558				449			425		1241	
Travel Time (s)		12.7				10.2			9.7		28.2	
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.81	0.63	0.63	0.63	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	1	0	79	5	2	53	72	2	6	8	643	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	0	132	0	0	16	0	644	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	1	28	534
Future Volume (vph)	1	28	534
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			522
Travel Time (s)			11.9
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	1	30	568
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	599
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	10	84	439	434	120
Future Volume (vph)	22	10	84	439	434	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.971	
Flt Protected	0.967			0.992		
Satd. Flow (prot)	1726	0	0	1848	1809	0
Flt Permitted	0.967			0.992		
Satd. Flow (perm)	1726	0	0	1848	1809	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1138			504	770	
Travel Time (s)	25.9			11.5	17.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	11	93	488	482	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	581	615	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	10	84	439	434	120
Future Vol, veh/h	22	10	84	439	434	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	93	488	482	133

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1223	549	615	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	198	535	965	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	535	965	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	1.5	0
HCM LOS	C		

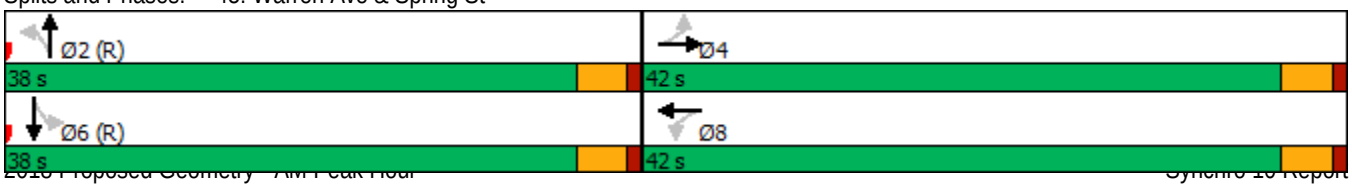
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	218	-	-
HCM Lane V/C Ratio	0.097	-	0.163	-	-
HCM Control Delay (s)	9.1	0	24.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	9	3	61	76	64	10	24	10	13	124	20
Future Volume (vph)	3	9	3	61	76	64	10	24	10	13	124	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.957			0.969			0.983	
Flt Protected		0.991			0.985			0.989			0.996	
Satd. Flow (prot)	0	1860	0	0	1697	0	0	1666	0	0	1763	0
Flt Permitted		0.956			0.905			0.952			0.985	
Satd. Flow (perm)	0	1794	0	0	1560	0	0	1604	0	0	1743	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		449			1138			214			499	
Travel Time (s)		10.2			25.9			4.9			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	10	3	66	83	70	11	26	11	14	135	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	219	0	0	48	0	0	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0		38.0	38.0	
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%		47.5%	47.5%	
Maximum Green (s)	38.0	38.0		38.0	38.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.5	4.5		4.5	4.5		1.5	1.5		1.5	1.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		18.0			18.0			54.0			54.0	
Actuated g/C Ratio		0.22			0.22			0.68			0.68	
v/c Ratio		0.04			0.62			0.04			0.15	
Control Delay		21.5			32.3			2.2			6.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.5			32.3			2.2			6.1	
LOS		C			C			A			A	
Approach Delay		21.5			32.3			2.2			6.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		6			78			4			26	
Queue Length 95th (ft)		19			m127			m8			63	
Internal Link Dist (ft)		369			1058			134			419	
Turn Bay Length (ft)												
Base Capacity (vph)		852			741			1082			1176	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		43			37			0			190	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.31			0.04			0.17	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 33.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: Warren Ave & Spring St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	64	14	167	115	28	15	301	19	195	282	20
Future Volume (vph)	14	64	14	167	115	28	15	301	19	195	282	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	13	16	16	11	11	11	11	11	11
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.971			0.992			0.995	
Flt Protected		0.993		0.950				0.998			0.981	
Satd. Flow (prot)	0	1775	0	1646	1845	0	0	1604	0	0	1583	0
Flt Permitted		0.927		0.392				0.975			0.740	
Satd. Flow (perm)	0	1657	0	679	1845	0	0	1567	0	0	1194	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		9										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			239	
Travel Time (s)		8.5			19.7			7.8			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	15	70	15	182	125	30	16	327	21	212	307	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	182	155	0	0	364	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.05	1.14	1.10	0.97	0.97	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		7	4	
Switch Phase												

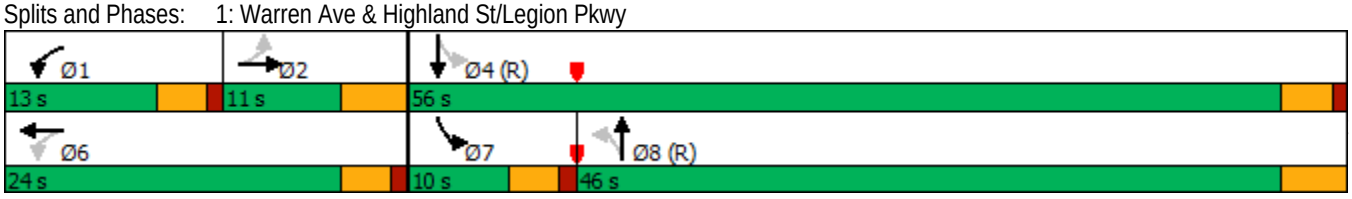
Lanes, Volumes, Timings
1: Warren Ave & Highland St/Legion Pkwy

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	11.0		13.0	24.0		46.0	46.0		10.0	56.0	
Total Split (%)	13.8%	13.8%		16.3%	30.0%		57.5%	57.5%		12.5%	70.0%	
Maximum Green (s)	7.0	7.0		9.0	20.0		42.0	42.0		6.0	52.0	
Yellow Time (s)	4.0	4.0		3.0	3.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	0.0	0.0		1.0	1.0		0.0	0.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		8.4		19.7	19.7			54.3			54.3	
Actuated g/C Ratio		0.10		0.25	0.25			0.68			0.68	
v/c Ratio		0.55		0.62	0.34			0.34			0.67	
Control Delay		43.4		31.6	24.5			2.1			20.0	
Queue Delay		0.0		0.0	0.0			0.2			0.2	
Total Delay		43.4		31.6	24.5			2.3			20.2	
LOS		D		C	C			A			C	
Approach Delay		43.4			28.4			2.3			20.2	
Approach LOS		D			C			A			C	
Queue Length 50th (ft)		43		75	62			32			236	
Queue Length 95th (ft)		#104		m130	m107			17			m265	
Internal Link Dist (ft)		294			788			265			159	
Turn Bay Length (ft)				100								
Base Capacity (vph)		186		296	511			1063			827	
Starvation Cap Reductn		0		0	0			196			0	
Spillback Cap Reductn		0		0	0			0			32	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.54		0.61	0.30			0.42			0.68	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			170	160	
Travel Time (s)	16.6			3.9	3.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	0
Stage 1	1022	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

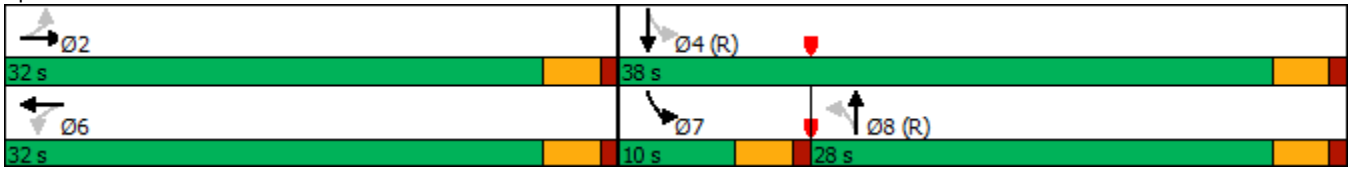
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	279	30	61	320	38	11	230	54	20	339	75
Future Volume (vph)	21	279	30	61	320	38	11	230	54	20	339	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.988			0.975			0.973	
Flt Protected		0.997			0.993			0.998		0.950		
Satd. Flow (prot)	0	1558	0	0	1701	0	0	1618	0	1570	1637	0
Flt Permitted		0.967			0.890			0.984		0.465		
Satd. Flow (perm)	0	1511	0	0	1524	0	0	1595	0	769	1637	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			208	
Travel Time (s)		17.5			10.8			14.3			4.7	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.89	0.89	0.89	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	3%	13%	4%	3%	0%	2%	7%	0%	2%	0%
Adj. Flow (vph)	24	317	34	65	340	40	12	258	61	21	353	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	445	0	0	331	0	21	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.05	1.05	1.05	1.14	1.14	1.14	1.19	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		10.0	38.0	
Total Split (%)	45.7%	45.7%		45.7%	45.7%		40.0%	40.0%		14.3%	54.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0		24.0	24.0		6.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		24.9			24.9			37.1		39.1	39.1	
Actuated g/C Ratio		0.36			0.36			0.53		0.56	0.56	
v/c Ratio		0.70			0.82			0.39		0.04	0.47	
Control Delay		26.2			28.9			16.2		8.8	12.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.2			28.9			16.2		8.8	12.6	
LOS		C			C			B		A	B	
Approach Delay		26.2			28.9			16.2			12.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		131			87			80		4	106	
Queue Length 95th (ft)		199			206			169		14	195	
Internal Link Dist (ft)		689			393			549			128	
Turn Bay Length (ft)										100		
Base Capacity (vph)		625			631			844		510	913	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.60			0.71			0.39		0.04	0.47	

Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 1 (1%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.0 Intersection LOS: C
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Montello St. & Centre St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	1801	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1801	0	1801	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	730		150			161
Travel Time (s)	16.6		3.4			3.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

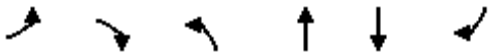
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	128	14	106	243	55	61	353	177	26	368	100
Future Volume (vph)	29	128	14	106	243	55	61	353	177	26	368	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	12	12	12	11	11	11
Storage Length (ft)	100		0	50		0	0		100	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.972			0.960			0.973	
Flt Protected	0.950			0.950				0.995			0.997	
Satd. Flow (prot)	1646	1450	0	1540	1575	0	0	1601	0	0	1572	0
Flt Permitted	0.541			0.423				0.909			0.957	
Satd. Flow (perm)	937	1450	0	686	1575	0	0	1463	0	0	1509	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			206	
Travel Time (s)		19.7			17.5			7.9			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	32	139	15	115	264	60	66	384	192	28	400	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	154	0	115	324	0	0	642	0	0	537	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.34	1.10	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		10.0	23.0		10.0	57.0		47.0	47.0	
Total Split (%)	16.3%	16.3%		12.5%	28.8%		12.5%	71.3%		58.8%	58.8%	
Maximum Green (s)	9.0	9.0		6.0	19.0		6.0	53.0		43.0	43.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		0.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lag	Lag		Lead			Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.5	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Act Effct Green (s)	14.2	14.2		22.3	22.3			51.7			51.7	
Actuated g/C Ratio	0.18	0.18		0.28	0.28			0.65			0.65	
v/c Ratio	0.19	0.60		0.43	0.74			0.68			0.55	
Control Delay	37.4	46.5		28.2	38.7			9.0			10.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.3	
Total Delay	37.4	46.5		28.2	38.7			9.0			10.8	
LOS	D	D		C	D			A			B	
Approach Delay		44.9			36.0			9.0			10.8	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	12	65		40	132			231			160	
Queue Length 95th (ft)	m24	m#163		91	#290			71			189	
Internal Link Dist (ft)		788			689			266			126	
Turn Bay Length (ft)	100			50								
Base Capacity (vph)	166	257		266	450			998			975	
Starvation Cap Reductn	0	0		0	0			5			90	
Spillback Cap Reductn	0	0		0	0			0			14	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.19	0.60		0.43	0.72			0.65			0.61	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 31 (39%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

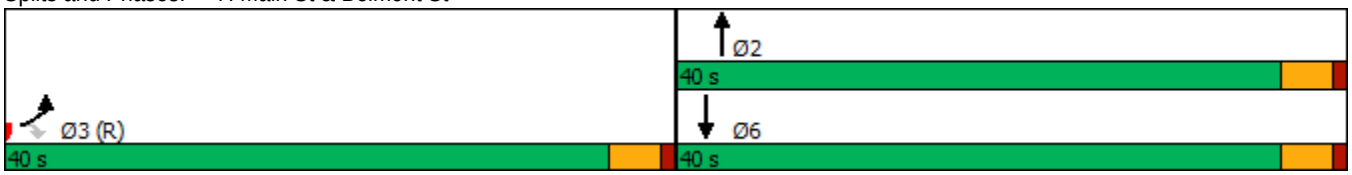


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	493	240	0	262	264	224
Future Volume (vph)	493	240	0	262	264	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Storage Length (ft)	0	250	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.938	
Flt Protected	0.950					
Satd. Flow (prot)	1593	1425	0	1732	1818	0
Flt Permitted	0.950					
Satd. Flow (perm)	1593	1425	0	1732	1818	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		261				
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			691	254	
Travel Time (s)	16.6			15.7	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	536	261	0	285	287	243
Shared Lane Traffic (%)						
Lane Group Flow (vph)	536	261	0	285	530	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1	1	
Detector Template						
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	3			2	6	
Permitted Phases		3		2	6	
Detector Phase	3	3		2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	
Total Split (s)	40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	36.0	36.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5		3.0	3.0	
Recall Mode	C-Min	C-Min		None	None	
Act Effct Green (s)	44.1	44.1		29.9	29.9	
Actuated g/C Ratio	0.55	0.55		0.37	0.37	
v/c Ratio	0.61	0.29		0.44	0.78	
Control Delay	11.6	0.6		20.0	26.3	
Queue Delay	0.1	0.0		0.0	1.8	
Total Delay	11.6	0.6		20.0	28.1	
LOS	B	A		C	C	
Approach Delay	8.0			20.0	28.1	
Approach LOS	A			C	C	
Queue Length 50th (ft)	117	0		103	257	
Queue Length 95th (ft)	m210	m0		144	225	
Internal Link Dist (ft)	652			611	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	878	903		801	840	
Starvation Cap Reductn	0	0		0	167	
Spillback Cap Reductn	15	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.62	0.29		0.36	0.79	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 3:EBL, Start of Green, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main St & Belmont St

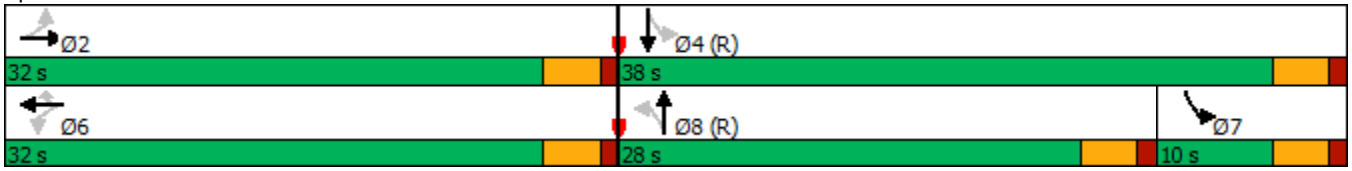


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	278	59	33	338	267	28	276	33	220	311	18
Future Volume (vph)	53	278	59	33	338	267	28	276	33	220	311	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		75	0		0	175		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974				0.850		0.987			0.992	
Flt Protected	0.950				0.996			0.996		0.950		
Satd. Flow (prot)	1510	1597	0	0	1639	1425	0	1753	0	1496	1624	0
Flt Permitted	0.311				0.928			0.954		0.423		
Satd. Flow (perm)	494	1597	0	0	1527	1425	0	1679	0	666	1624	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			160			1520	
Travel Time (s)		16.4			10.0			3.6			34.5	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	0.93	0.93	0.93
Heavy Vehicles (%)	4%	1%	0%	3%	4%	2%	3%	2%	4%	5%	1%	0%
Adj. Flow (vph)	62	323	69	36	371	293	33	325	39	237	334	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	392	0	0	407	293	0	397	0	237	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	32.0	32.0		32.0	32.0	32.0	28.0	28.0		10.0	38.0	
Total Split (%)	45.7%	45.7%		45.7%	45.7%	45.7%	40.0%	40.0%		14.3%	54.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0	28.0	24.0	24.0		6.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	25.0	25.0			25.0	25.0		28.0		39.0	39.0	
Actuated g/C Ratio	0.36	0.36			0.36	0.36		0.40		0.56	0.56	
v/c Ratio	0.35	0.69			0.75	0.58		0.59		0.51	0.39	
Control Delay	21.1	25.3			28.3	22.4		22.6		18.0	11.6	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	21.1	25.3			28.3	22.4		22.6		18.0	11.6	
LOS	C	C			C	C		C		B	B	
Approach Delay		24.7			25.8			22.6			14.2	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	17	126			170	118		152		57	91	
Queue Length 95th (ft)	44	197			260	190		214		101	153	
Internal Link Dist (ft)		640			360			80			1440	
Turn Bay Length (ft)						75				175		
Base Capacity (vph)	204	661			632	590		684		467	906	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.30	0.59			0.64	0.50		0.58		0.51	0.39	

Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 3 (4%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 94.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 9: Montello St. & Court St

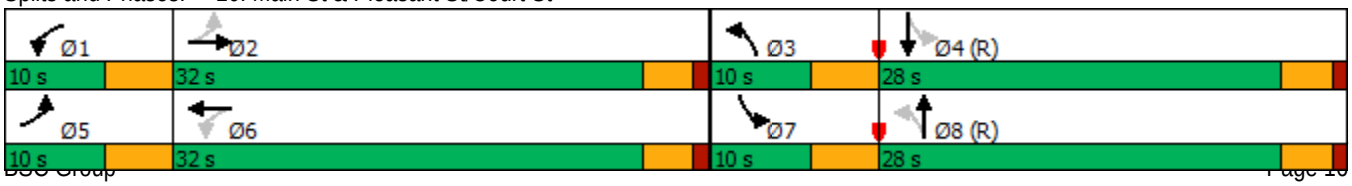


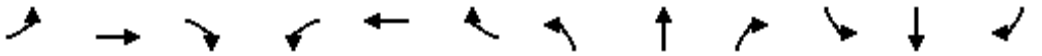
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	344	119	77	266	42	72	275	24	22	302	62
Future Volume (vph)	79	344	119	77	266	42	72	275	24	22	302	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	12	11
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.979			0.988			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1613	0	1540	1587	0	1354	1656	0	1540	1635	0
Flt Permitted	0.375			0.175			0.288			0.466		
Satd. Flow (perm)	629	1613	0	284	1587	0	410	1656	0	755	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			11			6			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			161			504	
Travel Time (s)		9.9			16.4			3.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	86	374	129	84	289	46	78	299	26	24	328	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	503	0	84	335	0	78	325	0	24	395	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.19	1.19	1.19	1.40	1.14	1.14	1.19	1.14	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	32.0		10.0	32.0		10.0	28.0		10.0	28.0	
Total Split (%)	12.5%	40.0%		12.5%	40.0%		12.5%	35.0%		12.5%	35.0%	
Maximum Green (s)	6.0	28.0		6.0	28.0		6.0	24.0		6.0	24.0	
Yellow Time (s)	4.0	3.0		4.0	3.0		4.0	3.0		4.0	3.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.5		2.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	33.1	27.4		33.1	27.4		37.3	34.5		35.8	30.1	
Actuated g/C Ratio	0.41	0.34		0.41	0.34		0.47	0.43		0.45	0.38	
v/c Ratio	0.25	0.89		0.37	0.61		0.28	0.45		0.06	0.63	
Control Delay	8.3	34.0		16.2	26.1		16.2	21.5		13.4	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	34.0		16.2	26.1		16.2	21.5		13.4	28.6	
LOS	A	C		B	C		B	C		B	C	
Approach Delay		30.3			24.1			20.5			27.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	24	265		22	128		22	107		7	171	
Queue Length 95th (ft)	m27	m291		46	212		48	221		20	#306	
Internal Link Dist (ft)		355			640			81			424	
Turn Bay Length (ft)	100									75		
Base Capacity (vph)	345	600		228	582		279	717		409	627	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.84		0.37	0.58		0.28	0.45		0.06	0.63	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 26.1 Intersection LOS: C
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Main St & Pleasant St/Court St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	485	142	81	319	0	262	49	18	38	274	6
Future Volume (vph)	0	485	142	81	319	0	262	49	18	38	274	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	10	11	11	11	11	11
Storage Length (ft)	0		100	100		0	75		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.959			0.997	
Flt Protected				0.950			0.950				0.994	
Satd. Flow (prot)	0	1621	1378	1540	1676	0	1486	1554	0	0	1606	0
Flt Permitted				0.133			0.950				0.994	
Satd. Flow (perm)	0	1621	1378	216	1676	0	1486	1554	0	0	1606	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			146					20				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		522			585			427			214	
Travel Time (s)		11.9			13.3			9.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	527	154	88	347	0	285	53	20	41	298	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	154	88	347	0	285	73	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.14	1.14	1.25	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	

Lanes, Volumes, Timings
15: Warren Ave & Pleasant St

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	28.0	28.0	22.0	10.0	38.0		22.0	22.0		20.0	20.0	
Total Split (%)	35.0%	35.0%	27.5%	12.5%	47.5%		27.5%	27.5%		25.0%	25.0%	
Maximum Green (s)	24.0	24.0	18.0	6.0	34.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	4.5	4.5	1.5	0.2	4.5		1.5	1.5		1.5	1.5	
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		28.2	46.6	36.2	36.2		17.8	17.8			17.0	
Actuated g/C Ratio		0.35	0.58	0.45	0.45		0.22	0.22			0.21	
v/c Ratio		0.92	0.18	0.41	0.46		0.86	0.20			1.01	
Control Delay		52.2	1.5	19.5	12.5		60.1	23.3			86.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			31.6	
Total Delay		52.2	1.5	19.5	12.5		60.1	23.3			118.4	
LOS		D	A	B	B		E	C			F	
Approach Delay		40.7			13.9			52.6			118.4	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)		~289	1	17	67		149	27			~178	
Queue Length 95th (ft)		#474	15	m38	95		#272	m67			#344	
Internal Link Dist (ft)		442			505			347			134	
Turn Bay Length (ft)			100	100			75					
Base Capacity (vph)		571	865	213	759		352	384			341	
Starvation Cap Reductn		0	0	0	0		0	0			87	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.92	0.18	0.41	0.46		0.81	0.19			1.36	

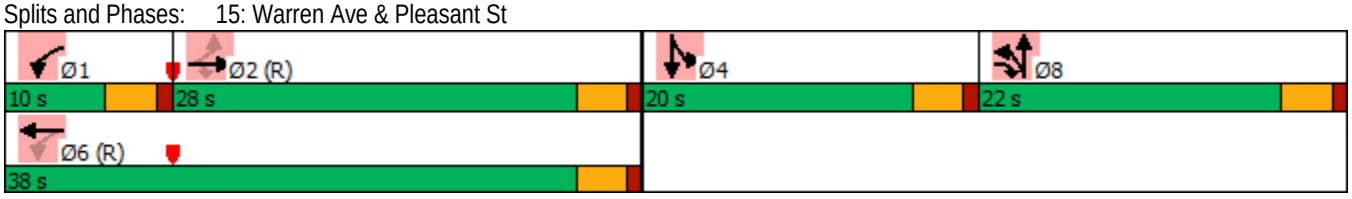
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 51.4 Intersection LOS: D
Intersection Capacity Utilization 95.2% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Warren Ave & Pleasant St

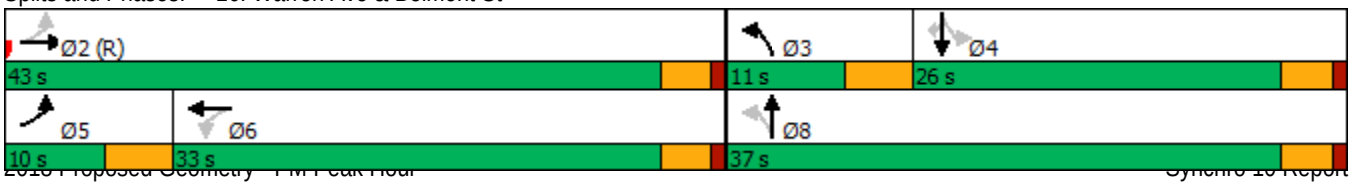


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	537	72	18	202	4	120	193	80	115	200	246
Future Volume (vph)	114	537	72	18	202	4	120	193	80	115	200	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		200	0		0	0		100	0		100
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.998			0.972				0.850
Flt Protected	0.950				0.996			0.985			0.982	
Satd. Flow (prot)	1540	1591	0	0	1611	0	0	1552	0	0	1591	1378
Flt Permitted	0.464				0.932			0.727			0.730	
Satd. Flow (perm)	752	1591	0	0	1507	0	0	1145	0	0	1183	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			20				247
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	124	584	78	20	220	4	130	210	87	125	217	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	662	0	0	244	0	0	427	0	0	342	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		3	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.0	43.0		33.0	33.0		11.0	37.0		26.0	26.0	26.0
Total Split (%)	12.5%	53.8%		41.3%	41.3%		13.8%	46.3%		32.5%	32.5%	32.5%
Maximum Green (s)	6.0	39.0		29.0	29.0		7.0	33.0		22.0	22.0	22.0
Yellow Time (s)	4.0	3.0		3.0	3.0		4.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	C-Min		None	None		None	None		None	None	None
Act Effct Green (s)	36.9	36.9			28.9			37.1			37.1	37.1
Actuated g/C Ratio	0.46	0.46			0.36			0.46			0.46	0.46
v/c Ratio	0.30	0.89			0.45			0.79			0.62	0.35
Control Delay	13.6	35.5			18.4			31.8			20.2	3.0
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	13.6	35.5			18.4			31.8			20.2	3.0
LOS	B	D			B			C			C	A
Approach Delay		32.0			18.4			31.8			12.6	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	33	268			135			176			157	39
Queue Length 95th (ft)	61	#474			127			#356			192	m6
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)												100
Base Capacity (vph)	415	801			565			541			548	771
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.30	0.83			0.43			0.79			0.62	0.35

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 60 (75%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 100.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Warren Ave & Belmont St

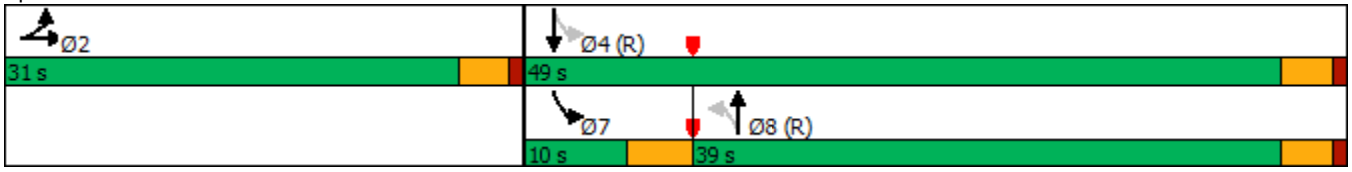


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	576	41	0	0	0	64	183	51	77	283	128
Future Volume (vph)	74	576	41	0	0	0	64	183	51	77	283	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		200	0		0	0		0	150		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.977			0.953	
Flt Protected		0.995						0.989		0.950		
Satd. Flow (prot)	0	3043	0	0	0	0	0	1632	0	1570	1518	0
Flt Permitted		0.995						0.845		0.493		
Satd. Flow (perm)	0	3043	0	0	0	0	0	1395	0	815	1518	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			792			413	
Travel Time (s)		19.5			11.0			18.0			9.4	
Peak Hour Factor	0.83	0.83	0.83	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	1%	10%
Adj. Flow (vph)	89	694	49	0	0	0	70	199	55	84	308	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	832	0	0	0	0	0	324	0	84	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	31.0	31.0					39.0	39.0		10.0	49.0	
Total Split (%)	38.8%	38.8%					48.8%	48.8%		12.5%	61.3%	
Maximum Green (s)	27.0	27.0					35.0	35.0		6.0	45.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		4.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0						3.0		3.0	3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		2.5	0.5	
Recall Mode	None	None					C-Min	C-Min		None	C-Min	
Act Effct Green (s)		25.8						39.6		48.2	48.2	
Actuated g/C Ratio		0.32						0.50		0.60	0.60	
v/c Ratio		0.85						0.47		0.15	0.49	
Control Delay		32.9						18.4		8.5	12.2	
Queue Delay		0.0						0.0		0.0	0.6	
Total Delay		32.9						18.4		8.5	12.8	
LOS		C						B		A	B	
Approach Delay		32.9						18.4			12.2	
Approach LOS		C						B			B	
Queue Length 50th (ft)		197						108		16	115	
Queue Length 95th (ft)		223						205		40	220	
Internal Link Dist (ft)		776			406			712			333	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1090						710		563	927	
Starvation Cap Reductn		0						0		0	198	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.76						0.46		0.15	0.61	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 19: Montello St. & Crescent St

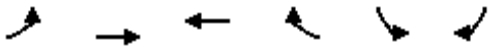


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	96	95	392	240	0	392
Future Volume (vph)	96	95	392	240	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933			0.850		
Flt Protected	0.975					
Satd. Flow (prot)	1627	0	1676	1425	0	1653
Flt Permitted	0.975					
Satd. Flow (perm)	1627	0	1676	1425	0	1653
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	65					
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	104	103	426	261	0	426
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	426	261	0	426
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.14	1.14	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1	1		1
Detector Template						
Leading Detector (ft)	50		50	50		50
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	50		50	50		50
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	4		2	4		6
Permitted Phases				2		
Detector Phase	4		2	4		6
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0		6.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	10.0		10.0	10.0		10.0
Total Split (s)	28.0		52.0	28.0		52.0
Total Split (%)	35.0%		65.0%	35.0%		65.0%
Maximum Green (s)	24.0		48.0	24.0		48.0
Yellow Time (s)	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	3.0		3.0	3.0		3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5		3.0	1.5		3.0
Recall Mode	None		C-Min	None		None
Act Effct Green (s)	12.5		61.5	80.0		61.5
Actuated g/C Ratio	0.16		0.77	1.00		0.77
v/c Ratio	0.67		0.33	0.18		0.34
Control Delay	42.3		3.8	0.2		2.0
Queue Delay	0.0		1.0	0.0		0.2
Total Delay	42.3		4.7	0.2		2.2
LOS	D		A	A		A
Approach Delay	42.3		3.0			2.3
Approach LOS	D		A			A
Queue Length 50th (ft)	94		64	0		10
Queue Length 95th (ft)	164		101	0		32
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)				100		
Base Capacity (vph)	553		1289	1425		1271
Starvation Cap Reductn	0		584	0		284
Spillback Cap Reductn	6		76	0		180
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.38		0.60	0.18		0.43

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15

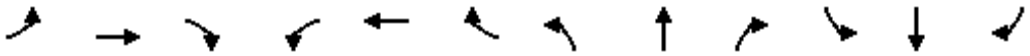
Splits and Phases: 20: Main St & Crescent St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	843	0	596	0	0
Future Volume (vph)	0	843	0	596	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	299		340	
Travel Time (s)		5.0	6.8		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	937	0	662	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	937	0	662	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 26.6% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	256	275	120	357	0	281	0	72	0	0	0
Future Volume (vph)	0	256	275	120	357	0	281	0	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1830	0	1558	1949	0	1668	1425	0	0	1900	0
Flt Permitted				0.150			0.757					
Satd. Flow (perm)	0	1830	0	246	1949	0	1329	1425	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94						584				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	3%	12%	4%	0%	1%	0%	2%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	267	286	129	384	0	319	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	553	0	129	384	0	319	82	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		10.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	32.0	32.0		10.0	42.0		28.0	28.0		28.0	28.0	
Total Split (%)	45.7%	45.7%		14.3%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	28.0	28.0		6.0	38.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		23.6		32.3	32.3		31.7	31.7				
Actuated g/C Ratio		0.34		0.46	0.46		0.45	0.45				
v/c Ratio		0.82		0.50	0.43		0.53	0.08				
Control Delay		25.8		16.0	13.1		18.1	0.2				
Queue Delay		0.1		0.0	0.0		0.0	0.0				
Total Delay		25.9		16.0	13.1		18.1	0.2				
LOS		C		B	B		B	A				
Approach Delay		25.9			13.8			14.5				
Approach LOS		C			B			B				
Queue Length 50th (ft)		160		27	91		91	0				
Queue Length 95th (ft)		213		49	134		149	m0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							200					
Base Capacity (vph)		813		257	1085		602	965				
Starvation Cap Reductn		9		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.69		0.50	0.35		0.53	0.08				

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Commercial St. & Court St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	255	70	50	314	53	52	271	151	76	266	53
Future Volume (vph)	28	255	70	50	314	53	52	271	151	76	266	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	100		0	0		0	0		0	175		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.957			0.975	
Flt Protected		0.995			0.993			0.995		0.950		
Satd. Flow (prot)	0	1761	1531	0	1830	1652	0	1986	0	1668	2012	0
Flt Permitted		0.828			0.831			0.935		0.424		
Satd. Flow (perm)	0	1466	1531	0	1531	1652	0	1866	0	744	2012	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			58		50			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	29%	1%	2%	10%	6%	1%	0%	4%	3%	1%	4%	6%
Adj. Flow (vph)	32	293	80	55	345	58	60	315	176	81	283	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	80	0	400	58	0	551	0	81	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0		5.0	5.0	

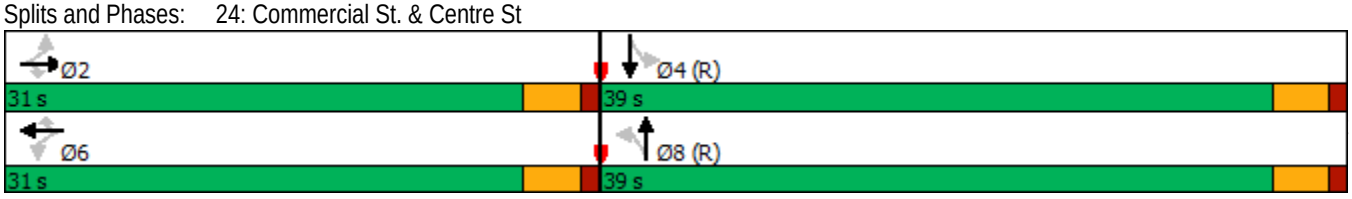
Lanes, Volumes, Timings
24: Commercial St. & Centre St

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	20.0	20.0	20.0	25.5	25.5	25.5	20.0	20.0		20.0	20.0	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	39.0	39.0		39.0	39.0	
Total Split (%)	44.3%	44.3%	44.3%	44.3%	44.3%	44.3%	55.7%	55.7%		55.7%	55.7%	
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		21.9	21.9		21.9	21.9		42.1		42.1	42.1	
Actuated g/C Ratio		0.31	0.31		0.31	0.31		0.60		0.60	0.60	
v/c Ratio		0.71	0.15		0.84	0.10		0.48		0.18	0.28	
Control Delay		20.8	0.9		37.6	4.7		8.6		7.7	6.2	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		20.8	0.9		37.6	4.7		8.6		7.7	6.2	
LOS		C	A		D	A		A		A	A	
Approach Delay		16.9			33.5			8.6			6.5	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		60	1		157	0		69		8	32	
Queue Length 95th (ft)		56	m1		224	19		239		m46	m209	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)										175		
Base Capacity (vph)		589	663		615	698		1146		449	1222	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.55	0.12		0.65	0.08		0.48		0.18	0.28	

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 91.2% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Commercial St. & Centre St

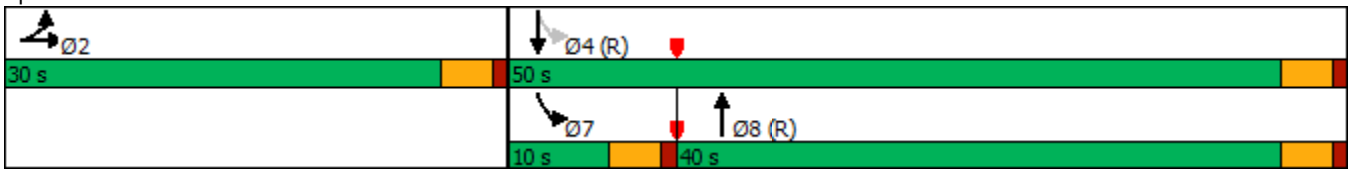


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	563	31	0	0	0	0	163	75	200	155	0
Future Volume (vph)	111	563	31	0	0	0	0	163	75	200	155	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.957				
Flt Protected		0.992									0.973	
Satd. Flow (prot)	0	3482	0	0	0	0	0	1783	0	0	2009	0
Flt Permitted		0.992									0.694	
Satd. Flow (perm)	0	3482	0	0	0	0	0	1783	0	0	1433	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.25	0.25	0.25	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	0%	0%	0%	0%	2%	2%	3%	6%	0%
Adj. Flow (vph)	131	662	36	0	0	0	0	173	80	222	172	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	829	0	0	0	0	0	253	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0						6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0						10.0		10.0	10.0	
Total Split (s)	30.0	30.0						40.0		10.0	50.0	
Total Split (%)	37.5%	37.5%						50.0%		12.5%	62.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	26.0	26.0						36.0		6.0	46.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						C-Min		None	C-Min	
Act Effct Green (s)		25.1						48.9			48.9	
Actuated g/C Ratio		0.31						0.61			0.61	
v/c Ratio		0.76						0.23			0.45	
Control Delay		10.7						8.6			11.4	
Queue Delay		0.0						0.0			3.6	
Total Delay		10.7						8.6			15.0	
LOS		B						A			B	
Approach Delay		10.7						8.6			15.0	
Approach LOS		B						A			B	
Queue Length 50th (ft)		50						52			96	
Queue Length 95th (ft)		49						104			190	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1208						1089			888	
Starvation Cap Reductn		0						0			393	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.69						0.23			0.80	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 34 (43%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 25: Perkins St/Commercial St. & Crescent St



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	12	262	0	0	329	58	26	358	212
Future Volume (vph)	0	0	12	262	0	0	329	58	26	358	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		125		0	125
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	2046	2051	0	0	1766	1459	0	3324	1583
Flt Permitted			0.462							0.950	
Satd. Flow (perm)	0	0	995	2051	0	0	1766	1459	0	3324	1583
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								78			233
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.25	0.25	0.77	0.77	0.77	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	4%	7%	13%	1%	2%
Adj. Flow (vph)	0	0	16	340	0	0	370	65	29	393	233
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	16	340	0	0	370	65	0	422	233
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	10			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			6.0	6.0			6.0	6.0	6.0	6.0	6.0

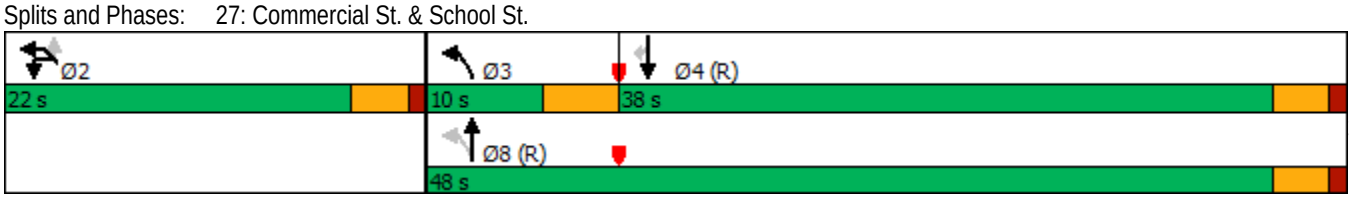
Lanes, Volumes, Timings
27: Commercial St. & School St.

07/10/2019

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			10.0	20.0			20.0	20.0	20.0	20.0	20.0
Total Split (s)			10.0	48.0			38.0	38.0	22.0	22.0	22.0
Total Split (%)			14.3%	68.6%			54.3%	54.3%	31.4%	31.4%	31.4%
Maximum Green (s)			6.0	44.0			34.0	34.0	18.0	18.0	18.0
Yellow Time (s)			4.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			0.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lead				Lag	Lag			
Lead-Lag Optimize?			Yes				Yes	Yes			
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	C-Min			C-Min	C-Min	None	None	None
Walk Time (s)				5.0			5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)				10.0			10.0	10.0	10.0	10.0	10.0
Pedestrian Calls (#/hr)				0			0	0	0	0	0
Act Effct Green (s)			48.9	48.9			46.9	46.9		15.1	15.1
Actuated g/C Ratio			0.70	0.70			0.67	0.67		0.22	0.22
v/c Ratio			0.02	0.24			0.31	0.06		0.59	0.45
Control Delay			4.3	4.9			8.2	4.2		27.7	6.2
Queue Delay			0.0	1.4			0.0	0.0		0.0	0.0
Total Delay			4.3	6.2			8.2	4.2		27.7	6.2
LOS			A	A			A	A		C	A
Approach Delay				6.1			7.6			20.0	
Approach LOS				A			A			C	
Queue Length 50th (ft)			2	41			37	0		85	0
Queue Length 95th (ft)			7	76			149	m14		114	47
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)								125			125
Base Capacity (vph)			800	1439			1189	1008		911	603
Starvation Cap Reductn			0	879			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.02	0.61			0.31	0.06		0.46	0.39

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 34.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Commercial St. & School St.

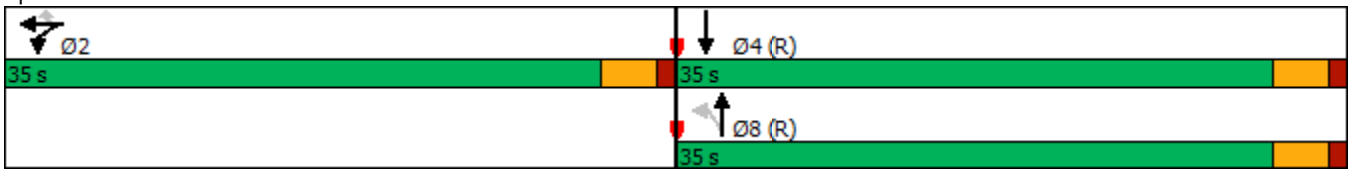


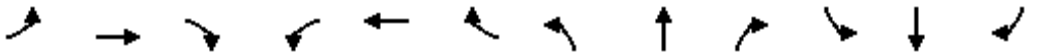
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	75	292	61	22	234	0	0	413	17
Future Volume (vph)	0	0	0	75	292	61	22	234	0	0	413	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	13	13
Storage Length (ft)	0		0	150		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.995	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1458	1580	1330	1458	1580	0	0	1725	0
Flt Permitted				0.950			0.447					
Satd. Flow (perm)	0	0	0	1458	1580	1330	686	1580	0	0	1725	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						66						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.85	0.85	0.85	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	1%	2%	4%	1%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	82	317	66	26	275	0	0	421	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	82	317	66	26	275	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	Perm	NA			NA	
Protected Phases				2	2			8			4	
Permitted Phases						2	8					
Detector Phase				2	2	2	8	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	6.0	6.0			6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				10.0	10.0	10.0	10.0	10.0			10.0	
Total Split (s)				35.0	35.0	35.0	35.0	35.0			35.0	
Total Split (%)				50.0%	50.0%	50.0%	50.0%	50.0%			50.0%	
Maximum Green (s)				31.0	31.0	31.0	31.0	31.0			31.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	4.5	4.5			4.5	
Recall Mode				None	None	None	C-Max	C-Max			C-Min	
Act Effct Green (s)				19.9	19.9	19.9	44.1	44.1			44.1	
Actuated g/C Ratio				0.28	0.28	0.28	0.63	0.63			0.63	
v/c Ratio				0.20	0.71	0.16	0.06	0.28			0.40	
Control Delay				11.8	25.9	6.1	7.5	8.0			6.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				11.8	25.9	6.1	7.5	8.0			6.6	
LOS				B	C	A	A	A			A	
Approach Delay					20.6			7.9			6.6	
Approach LOS					C			A			A	
Queue Length 50th (ft)				38	150	7	4	46			79	
Queue Length 95th (ft)				10	222	m0	16	102			66	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				150			150					
Base Capacity (vph)				666	722	643	432	996			1087	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.12	0.44	0.10	0.06	0.28			0.40	

Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 10 (14%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 49.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Montello St. & School St/School St.



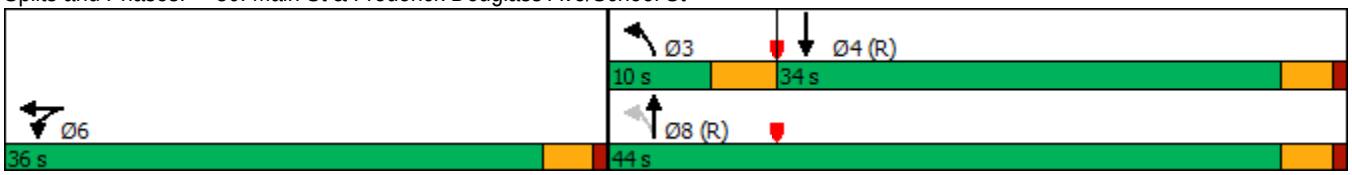


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	78	159	94	34	497	0	0	392	96
Future Volume (vph)	0	0	0	78	159	94	34	497	0	0	392	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.962						0.974	
Flt Protected					0.988			0.997				
Satd. Flow (prot)	0	0	0	0	1806	0	0	1616	0	0	1633	0
Flt Permitted					0.988			0.952				
Satd. Flow (perm)	0	0	0	0	1806	0	0	1543	0	0	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30						18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	85	173	102	37	540	0	0	426	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	360	0	0	577	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	1			1	
Detector Template												
Leading Detector (ft)				50	50		50	50			50	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				50	50		50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				6	6		3	8			4	
Permitted Phases							8					
Detector Phase				6	6		3	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	
Minimum Split (s)				10.0	10.0		10.0	10.0			10.0	
Total Split (s)				36.0	36.0		10.0	44.0			34.0	
Total Split (%)				45.0%	45.0%		12.5%	55.0%			42.5%	
Maximum Green (s)				32.0	32.0		6.0	40.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				3.0	3.0		4.0	3.0			3.0	
All-Red Time (s)				1.0	1.0		0.0	1.0			1.0	
Lost Time Adjust (s)					-1.0			-1.0			-1.0	
Total Lost Time (s)					3.0			3.0			3.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				1.5	1.5		1.5	1.5			1.5	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)					20.2			53.8			53.8	
Actuated g/C Ratio					0.25			0.67			0.67	
v/c Ratio					0.75			0.56			0.48	
Control Delay					34.8			8.2			7.4	
Queue Delay					0.0			1.2			0.4	
Total Delay					34.8			9.4			7.8	
LOS					C			A			A	
Approach Delay					34.8			9.4			7.8	
Approach LOS					C			A			A	
Queue Length 50th (ft)					152			99			85	
Queue Length 95th (ft)					215			228			148	
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					762			1037			1104	
Starvation Cap Reductn					0			245			187	
Spillback Cap Reductn					1			72			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.47			0.73			0.58	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 87.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 30: Main St & Frederick Douglass Ave/School St

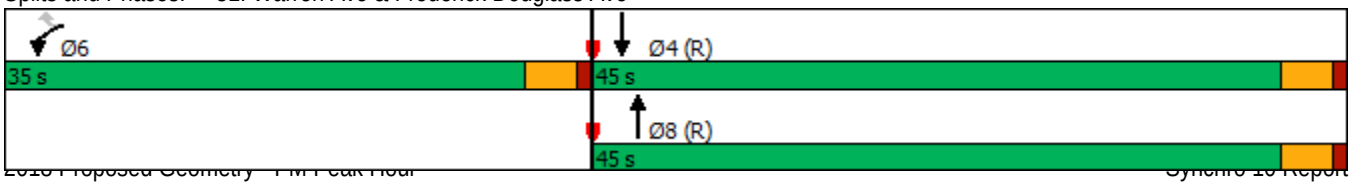


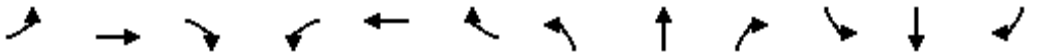
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	259	30	305	0	0	449
Future Volume (vph)	259	30	305	0	0	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	0	300		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1327	1425	1621	0	0	1621
Flt Permitted	0.950					
Satd. Flow (perm)	1327	1425	1621	0	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		33				
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	282	33	332	0	0	488
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	33	332	0	0	488
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.43	1.14	1.19	1.19	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1			1
Detector Template						
Leading Detector (ft)	50	50	50			50
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	50	50	50			50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	6		8			4
Permitted Phases		6				
Detector Phase	6	6	8			4
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	6.0	6.0	6.0			6.0
Minimum Split (s)	10.0	10.0	10.0			10.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	31.0	31.0	41.0			41.0
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0			-1.0
Total Lost Time (s)	3.0	3.0	3.0			3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	4.5			4.5
Recall Mode	None	None	C-Min			C-Min
Act Effct Green (s)	22.6	22.6	51.4			51.4
Actuated g/C Ratio	0.28	0.28	0.64			0.64
v/c Ratio	0.75	0.08	0.32			0.47
Control Delay	36.1	7.6	3.9			9.7
Queue Delay	0.0	0.0	0.0			1.1
Total Delay	36.1	7.6	3.9			10.7
LOS	D	A	A			B
Approach Delay	33.1		3.9			10.7
Approach LOS	C		A			B
Queue Length 50th (ft)	139	3	25			120
Queue Length 95th (ft)	190	m14	46			242
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)		300				
Base Capacity (vph)	530	589	1042			1042
Starvation Cap Reductn	0	0	0			317
Spillback Cap Reductn	0	0	0			18
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.53	0.06	0.32			0.67

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 11 (14%), Referenced to phase 4:SBT and 8:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 48.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	6	8	45	363	30	8	472	19
Future Volume (vph)	0	0	0	22	6	8	45	363	30	8	472	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	13	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.970			0.991			0.995	
Flt Protected					0.971			0.995			0.999	
Satd. Flow (prot)	0	0	0	0	1813	0	0	1776	0	0	1852	0
Flt Permitted					0.971			0.995			0.999	
Satd. Flow (perm)	0	0	0	0	1813	0	0	1776	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			730			206			150	
Travel Time (s)		21.1			16.6			4.7			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	24	7	9	49	395	33	9	513	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	40	0	0	477	0	0	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	22	6	8	45	363	30	8	472	19
Future Vol, veh/h	0	0	0	22	6	8	45	363	30	8	472	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	7	9	49	395	33	9	513	21

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1052	1062	412	534	0	0	428	0	0
Stage 1	510	510	-	-	-	-	-	-	-
Stage 2	542	552	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	223	640	1034	-	-	1131	-	-
Stage 1	603	538	-	-	-	-	-	-	-
Stage 2	583	515	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	233	0	640	1034	-	-	1131	-	-
Mov Cap-2 Maneuver	233	0	-	-	-	-	-	-	-
Stage 1	560	0	-	-	-	-	-	-	-
Stage 2	583	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0.9	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1034	-	-	281	1131	-	-
HCM Lane V/C Ratio	0.047	-	-	0.139	0.008	-	-
HCM Control Delay (s)	8.7	0	-	19.9	8.2	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	39	20	269	395	7
Future Volume (vph)	68	39	20	269	395	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.998	
Flt Protected	0.969			0.997		
Satd. Flow (prot)	1693	0	0	2002	1984	0
Flt Permitted	0.969			0.997		
Satd. Flow (perm)	1693	0	0	2002	1984	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			208	170	
Travel Time (s)	16.6			4.7	3.9	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	83	48	23	313	434	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	0	336	442	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15

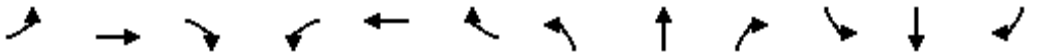
Intersection						
Int Delay, s/veh	2.8					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	39	20	269	395	7
Future Vol, veh/h	68	39	20	269	395	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	83	48	23	313	434	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	797	438	442	0	-	0
Stage 1	438	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	358	623	1129	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	623	1129	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1129	-	416	-	-
HCM Lane V/C Ratio	0.021	-	0.314	-	-
HCM Control Delay (s)	8.3	0	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	45	35	21	14	7	322	0	0	485	12
Future Volume (vph)	45	0	45	35	21	14	7	322	0	0	485	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.973						0.997	
Flt Protected		0.976			0.976			0.999				
Satd. Flow (prot)	0	1864	0	0	1828	0	0	1799	0	0	1795	0
Flt Permitted		0.976			0.976			0.999				
Satd. Flow (perm)	0	1864	0	0	1828	0	0	1799	0	0	1795	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			930			239			427	
Travel Time (s)		8.8			21.1			5.4			9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	0	49	38	23	15	8	350	0	0	527	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	76	0	0	358	0	0	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.88	0.88	0.88	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	45	35	21	14	7	322	0	0	485	12
Future Vol, veh/h	45	0	45	35	21	14	7	322	0	0	485	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	49	38	23	15	8	350	0	0	527	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	919	900	534	924	906	350	540	0	0	350	0	0
Stage 1	534	534	-	366	366	-	-	-	-	-	-	-
Stage 2	385	366	-	558	540	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	252	278	546	250	276	693	1028	-	-	1209	-	-
Stage 1	530	524	-	653	623	-	-	-	-	-	-	-
Stage 2	638	623	-	514	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	229	275	546	226	273	693	1028	-	-	1209	-	-
Mov Cap-2 Maneuver	229	275	-	226	273	-	-	-	-	-	-	-
Stage 1	525	524	-	646	617	-	-	-	-	-	-	-
Stage 2	595	617	-	468	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	22.8	0.2	0
HCM LOS	C	C		

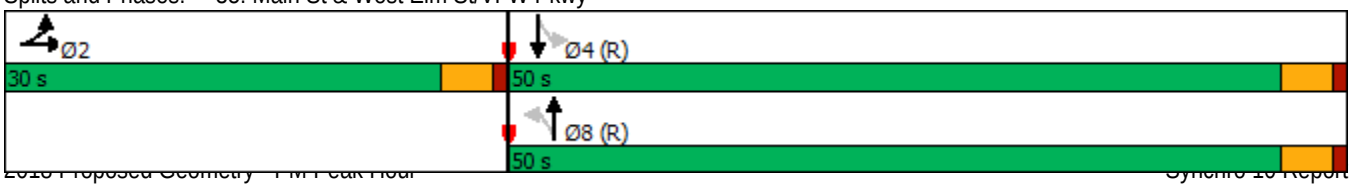
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	323	278	1209	-	-
HCM Lane V/C Ratio	0.007	-	-	0.303	0.274	-	-	-
HCM Control Delay (s)	8.5	0	-	20.9	22.8	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	1.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	176	13	0	0	0	103	372	12	61	380	80
Future Volume (vph)	159	176	13	0	0	0	103	372	12	61	380	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.997			0.979	
Flt Protected		0.978						0.990			0.994	
Satd. Flow (prot)	0	1577	0	0	0	0	0	1360	0	0	1577	0
Flt Permitted		0.978						0.806			0.900	
Satd. Flow (perm)	0	1577	0	0	0	0	0	1107	0	0	1428	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10	10			
Adj. Flow (vph)	173	191	14	0	0	0	112	404	13	66	413	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	0	0	0	0	0	529	0	0	566	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.46	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	2	2						8			4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%					62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	26.0	26.0					46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5					1.5	1.5		1.5	1.5	
Recall Mode	None	None					C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		23.0						51.0			51.0	
Actuated g/C Ratio		0.29						0.64			0.64	
v/c Ratio		0.83						0.75			0.62	
Control Delay		33.0						17.5			7.9	
Queue Delay		0.0						0.5			0.1	
Total Delay		33.0						18.0			8.0	
LOS		C						B			A	
Approach Delay		33.0						18.0			8.0	
Approach LOS		C						B			A	
Queue Length 50th (ft)		186						62			83	
Queue Length 95th (ft)		#286						#407			124	
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)												
Base Capacity (vph)		532						706			917	
Starvation Cap Reductn		0						0			25	
Spillback Cap Reductn		0						26			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.71						0.78			0.63	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 75.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

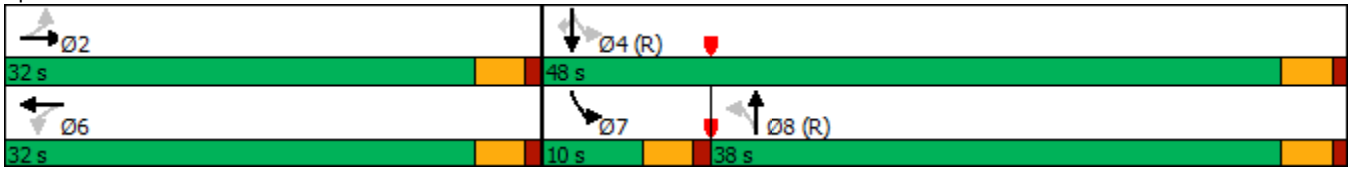


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	232	111	10	153	20	26	266	19	96	441	171
Future Volume (vph)	18	232	111	10	153	20	26	266	19	96	441	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.985			0.992				0.850
Flt Protected		0.997			0.997			0.996			0.991	
Satd. Flow (prot)	0	1548	0	0	1591	0	0	1601	0	0	1606	1378
Flt Permitted		0.981			0.979			0.940			0.879	
Satd. Flow (perm)	0	1523	0	0	1563	0	0	1511	0	0	1424	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			9			5				164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	252	121	11	166	22	28	289	21	104	479	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	199	0	0	338	0	0	583	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0		38.0	38.0		10.0	48.0	48.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		47.5%	47.5%		12.5%	60.0%	60.0%
Maximum Green (s)	28.0	28.0		28.0	28.0		34.0	34.0		6.0	44.0	44.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)		3.0			3.0			3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	C-Min
Act Effct Green (s)		23.8			23.8			50.2			50.2	50.2
Actuated g/C Ratio		0.30			0.30			0.63			0.63	0.63
v/c Ratio		0.83			0.42			0.36			0.65	0.20
Control Delay		38.9			16.5			13.3			13.4	2.1
Queue Delay		0.0			0.0			0.0			0.3	0.0
Total Delay		38.9			16.5			13.3			13.8	2.1
LOS		D			B			B			B	A
Approach Delay		38.9			16.5			13.3			11.0	
Approach LOS		D			B			B			B	
Queue Length 50th (ft)		165			26			106			252	12
Queue Length 95th (ft)		253			m33			m202			206	16
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		571			572			950			893	925
Starvation Cap Reductn		0			0			0			56	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.69			0.35			0.36			0.70	0.20

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Warren Ave & West Elm St

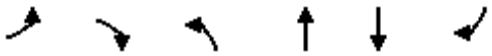


Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	1	0	80	4	2	45	61	2	6	8	542	1
Future Volume (vph)	1	0	80	4	2	45	61	2	6	8	542	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.866				0.926			0.932			
Flt Protected		0.999				0.997			0.976			
Satd. Flow (prot)	0	1699	0	0	0	1779	0	0	1671	0	2049	0
Flt Permitted		0.999				0.997			0.976			
Satd. Flow (perm)	0	1699	0	0	0	1779	0	0	1671	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		558				449			425		1241	
Travel Time (s)		12.7				10.2			9.7		28.2	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.63	0.63	0.63	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	1	0	91	4	2	48	65	3	10	13	589	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	0	119	0	0	26	0	590	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	1	30	556
Future Volume (vph)	1	30	556
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			522
Travel Time (s)			11.9
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	1	32	598
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	631
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	10	71	324	386	240
Future Volume (vph)	24	10	71	324	386	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.948	
Flt Protected	0.966			0.991		
Satd. Flow (prot)	1727	0	0	1846	1766	0
Flt Permitted	0.966			0.991		
Satd. Flow (perm)	1727	0	0	1846	1766	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1138			504	770	
Travel Time (s)	25.9			11.5	17.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	11	77	352	420	261
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	429	681	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 69.3% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	10	71	324	386	240
Future Vol, veh/h	24	10	71	324	386	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	11	77	352	420	261

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1057	551	681	0	-	0
Stage 1	551	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	249	534	912	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	534	912	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.5	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	269	-	-
HCM Lane V/C Ratio	0.085	-	0.137	-	-
HCM Control Delay (s)	9.3	0	20.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	12	0	89	67	155	8	31	9	13	229	38
Future Volume (vph)	3	12	0	89	67	155	8	31	9	13	229	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.933			0.975			0.982	
Flt Protected		0.991			0.986			0.992			0.998	
Satd. Flow (prot)	0	1908	0	0	1656	0	0	1682	0	0	1765	0
Flt Permitted		0.955			0.905			0.953			0.991	
Satd. Flow (perm)	0	1838	0	0	1520	0	0	1615	0	0	1752	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		449			1138			214			499	
Travel Time (s)		10.2			25.9			4.9			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	13	0	97	73	168	9	34	10	14	249	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	338	0	0	53	0	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

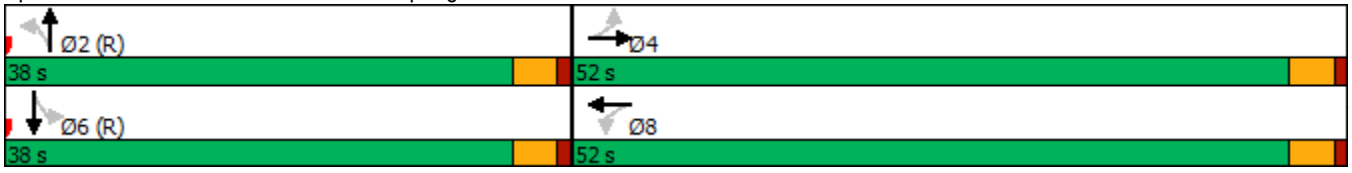
Lanes, Volumes, Timings
45: Warren Ave & Spring St

07/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0		52.0	52.0		38.0	38.0		38.0	38.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	48.0	48.0		48.0	48.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.5	4.5		4.5	4.5		1.5	1.5		1.5	1.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.9			27.9			54.1			54.1	
Actuated g/C Ratio		0.31			0.31			0.60			0.60	
v/c Ratio		0.03			0.72			0.05			0.29	
Control Delay		18.0			35.6			10.0			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.0			35.6			10.0			11.1	
LOS		B			D			A			B	
Approach Delay		18.0			35.6			10.0			11.1	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)		6			170			11			76	
Queue Length 95th (ft)		17			223			34			160	
Internal Link Dist (ft)		369			1058			134			419	
Turn Bay Length (ft)												
Base Capacity (vph)		980			810			971			1053	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.42			0.05			0.29	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 47.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 45: Warren Ave & Spring St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	65	41	355	130	0	0	0	0	197	700	5
Future Volume (vph)	0	65	41	355	130	0	0	0	0	197	700	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12	12	12	12	14	14	14
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.948									0.999	
Flt Protected				0.950	0.974						0.989	
Satd. Flow (prot)	0	1921	0	1649	1950	0	0	0	0	0	3743	0
Flt Permitted				0.950	0.974						0.989	
Satd. Flow (perm)	0	1921	0	1649	1950	0	0	0	0	0	3743	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		32										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			280	
Travel Time (s)		8.5			19.7			7.8			6.4	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	4%	1%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	0	71	45	382	140	0	0	0	0	214	761	5
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	0	116	0	218	304	0	0	0	0	0	980	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template												
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		50		50	50					50	50	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4		6	6					2	2	
Permitted Phases												
Detector Phase		4		6	6					2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		8.0	8.0					10.0	10.0	
Minimum Split (s)		9.0		12.0	12.0					14.0	14.0	
Total Split (s)		32.0		14.0	14.0					54.0	54.0	
Total Split (%)		32.0%		14.0%	14.0%					54.0%	54.0%	
Maximum Green (s)		28.0		10.0	10.0					50.0	50.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0		3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.5	2.5					4.5	4.5	
Recall Mode		None		None	None					Min	Min	
Act Effct Green (s)		8.4		11.6	11.6						24.5	
Actuated g/C Ratio		0.16		0.23	0.23						0.48	
v/c Ratio		0.34		0.58	0.69						0.55	
Control Delay		19.7		30.9	33.3						11.2	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		19.7		30.9	33.3						11.2	
LOS		B		C	C						B	
Approach Delay		19.7			32.3						11.2	
Approach LOS		B			C						B	
Queue Length 50th (ft)		23		65	93						106	
Queue Length 95th (ft)		70		#195	#269						171	
Internal Link Dist (ft)		294			788			265			200	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1159		373	441						3480	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.10		0.58	0.69						0.28	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	104	604	200	197
Future Volume (vph)	0	0	104	604	200	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.933	
Flt Protected				0.993		
Satd. Flow (prot)	0	0	0	1811	1712	0
Flt Permitted				0.993		
Satd. Flow (perm)	0	0	0	1811	1712	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1148			531	743	
Travel Time (s)	26.1			12.1	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	11%	3%	7%	0%
Adj. Flow (vph)	0	0	113	657	217	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	770	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

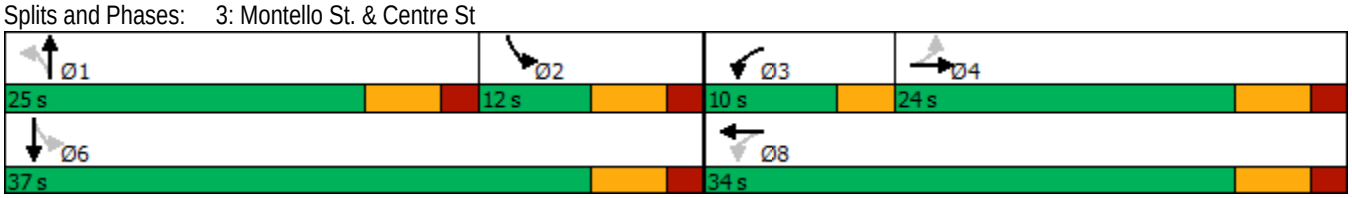
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	328	30	95	343	55	9	385	38	87	417	54
Future Volume (vph)	34	328	30	95	343	55	9	385	38	87	417	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.985			0.988			0.983	
Flt Protected		0.996			0.990			0.999		0.950		
Satd. Flow (prot)	0	1811	0	0	1826	0	0	1791	0	1694	1739	0
Flt Permitted		0.935			0.815			0.939		0.323		
Satd. Flow (perm)	0	1700	0	0	1503	0	0	1683	0	576	1739	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			238	
Travel Time (s)		17.5			10.8			14.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	7%	8%	11%	7%	11%	0%	5%	3%	3%	8%	3%
Adj. Flow (vph)	37	357	33	101	365	59	10	418	41	95	453	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	0	525	0	0	469	0	95	512	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			1		2	6	
Permitted Phases	4			8			1			6		
Detector Phase	4	4		3	8		1	1		2	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		5.0	8.0		9.0	9.0		5.0	9.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	14.0	14.0		8.0	14.0		15.0	15.0		11.0	15.0	
Total Split (s)	24.0	24.0		10.0	34.0		25.0	25.0		12.0	37.0	
Total Split (%)	33.8%	33.8%		14.1%	47.9%		35.2%	35.2%		16.9%	52.1%	
Maximum Green (s)	18.0	18.0		7.0	28.0		19.0	19.0		6.0	31.0	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		28.1			28.1			20.2		30.3	28.8	
Actuated g/C Ratio		0.42			0.42			0.30		0.45	0.43	
v/c Ratio		0.60			0.83			0.93		0.26	0.69	
Control Delay		20.2			32.6			52.4		16.0	21.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		20.2			32.6			52.4		16.0	21.1	
LOS		C			C			D		B	C	
Approach Delay		20.2			32.6			52.4			20.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		139			196			199		23	166	
Queue Length 95th (ft)		233			#379			#386		48	268	
Internal Link Dist (ft)		689			393			549			158	
Turn Bay Length (ft)										100		
Base Capacity (vph)		712			657			507		385	839	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.60			0.80			0.93		0.25	0.61	

Intersection Summary
Area Type: Other
Cycle Length: 71
Actuated Cycle Length: 67
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 108.4% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Montello St. & Centre St

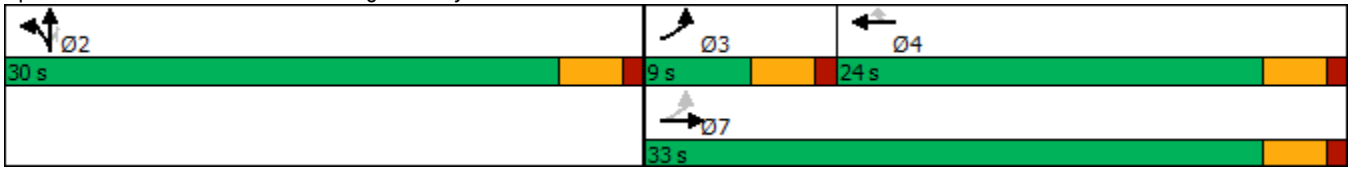


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	232	0	0	360	38	97	719	202	0	0	0
Future Volume (vph)	80	232	0	0	360	38	97	719	202	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	15	12	10	12	12	12
Storage Length (ft)	100		0	0		50	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.994				
Satd. Flow (prot)	1752	1538	0	0	1733	1134	0	3393	1209	0	0	0
Flt Permitted	0.286							0.994				
Satd. Flow (perm)	528	1538	0	0	1733	1134	0	3393	1209	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			235	
Travel Time (s)		19.7			17.5			7.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	3%	5%	0%	0%	6%	17%	4%	6%	6%	0%	0%	0%
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	87	252	0	0	383	40	103	765	215	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	252	0	0	383	40	0	868	215	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.23	1.00	1.04	1.04	1.28	0.88	1.00	1.34	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	3	7			4		2	2				
Permitted Phases	7					4			2			
Detector Phase	3	7			4	4	2	2	2			
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0			12.0	12.0	14.0	14.0	14.0			
Minimum Split (s)	9.0	16.0			16.0	16.0	18.0	18.0	18.0			
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0			
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%			
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0	-1.0			
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	4.0			4.0	4.0	4.0	4.0	4.0			
Recall Mode	None	None			None	None	Min	Min	Min			
Act Effct Green (s)	25.0	25.0			18.4	18.4		23.1	23.1			
Actuated g/C Ratio	0.46	0.46			0.34	0.34		0.42	0.42			
v/c Ratio	0.23	0.36			0.65	0.10		0.60	0.42			
Control Delay	10.4	11.7			23.3	15.4		15.0	15.4			
Queue Delay	0.0	0.0			0.0	0.0		0.1	0.0			
Total Delay	10.4	11.7			23.3	15.4		15.2	15.4			
LOS	B	B			C	B		B	B			
Approach Delay		11.4			22.6			15.2				
Approach LOS		B			C			B				
Queue Length 50th (ft)	16	54			119	10		124	53			
Queue Length 95th (ft)	38	103			209	30		181	106			
Internal Link Dist (ft)		788			689			266			155	
Turn Bay Length (ft)	100					50			100			
Base Capacity (vph)	385	894			705	462		1776	633			
Starvation Cap Reductn	0	0			0	0		196	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.23	0.28			0.54	0.09		0.55	0.34			

Intersection Summary
Area Type: Other
Cycle Length: 63
Actuated Cycle Length: 54.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

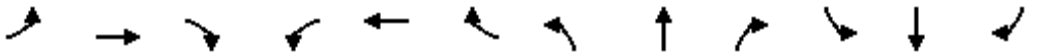


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	760	136	0	571	0	0
Future Volume (vph)	760	136	0	571	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12
Storage Length (ft)	0	250	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2973	1321	0	1737	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	2973	1321	0	1737	0	0
Right Turn on Red	Yes	Yes				No
Satd. Flow (RTOR)	388					
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			1360	254	
Travel Time (s)	16.6			30.9	5.8	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	10%	0%	5%	0%	0%
Adj. Flow (vph)	784	140	0	621	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	784	140	0	621	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.05	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1		
Detector Template						
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Detector 1 Position(ft)	0	0		0		
Detector 1 Size(ft)	50	50		50		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		
Turn Type	Prot	custom		NA		
Protected Phases	8	2		2		
Permitted Phases		8				
Detector Phase	8	2		2		
Switch Phase						
Minimum Initial (s)	6.5	8.0		8.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.5	12.0		12.0		
Total Split (s)	22.0	26.0		26.0		
Total Split (%)	45.8%	54.2%		54.2%		
Maximum Green (s)	18.0	22.0		22.0		
Yellow Time (s)	3.0	3.0		3.0		
All-Red Time (s)	1.0	1.0		1.0		
Lost Time Adjust (s)	-1.0	-1.0		-1.0		
Total Lost Time (s)	3.0	3.0		3.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	3.0		3.0		
Recall Mode	None	Min		Min		
Act Effct Green (s)	11.3	35.8		18.1		
Actuated g/C Ratio	0.32	1.00		0.51		
v/c Ratio	0.65	0.11		0.71		
Control Delay	8.4	0.2		13.5		
Queue Delay	0.0	0.0		0.0		
Total Delay	8.4	0.2		13.5		
LOS	A	A		B		
Approach Delay	7.1			13.5		
Approach LOS	A			B		
Queue Length 50th (ft)	31	0		73		
Queue Length 95th (ft)	74	0		#246		
Internal Link Dist (ft)	652			1280	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	1838	1303		1179		
Starvation Cap Reductn	0	0		0		
Spillback Cap Reductn	0	0		0		
Storage Cap Reductn	0	0		0		
Reduced v/c Ratio	0.43	0.11		0.53		

Intersection Summary
Area Type: CBD
Cycle Length: 48
Actuated Cycle Length: 35.8
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 64.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Main St & Belmont St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	51	57	0	0	0	0	0	0	26	842	32
Future Volume (vph)	0	51	57	0	0	0	0	0	0	26	842	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.928									0.995	
Flt Protected											0.999	
Satd. Flow (prot)	0	1722	0	0	0	0	0	0	0	0	3449	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	1722	0	0	0	0	0	0	0	0	3449	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			927			280			386	
Travel Time (s)		9.8			21.1			6.4			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%	4%	8%
Adj. Flow (vph)	0	55	62	0	0	0	0	0	0	27	859	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	0	0	0	0	0	0	919	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	57	0	0	0	0	0	0	26	842	32
Future Vol, veh/h	0	51	57	0	0	0	0	0	0	26	842	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	98	98	98
Heavy Vehicles, %	0	0	11	0	0	0	0	0	0	0	4	8
Mvmt Flow	0	55	62	0	0	0	0	0	0	27	859	33

Major/Minor	Minor2								Major2		
Conflicting Flow All	-	930	446						0	0	0
Stage 1	-	930	-						-	-	-
Stage 2	-	0	-						-	-	-
Critical Hdwy	-	6.5	7.12						4.1	-	-
Critical Hdwy Stg 1	-	5.5	-						-	-	-
Critical Hdwy Stg 2	-	-	-						-	-	-
Follow-up Hdwy	-	4	3.41						2.2	-	-
Pot Cap-1 Maneuver	0	269	536						-	-	-
Stage 1	0	349	-						-	-	-
Stage 2	0	-	-						-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	0	536						-	-	-
Mov Cap-2 Maneuver	-	0	-						-	-	-
Stage 1	-	0	-						-	-	-
Stage 2	-	0	-						-	-	-

Approach	EB	SB
HCM Control Delay, s	13.6	
HCM LOS	B	

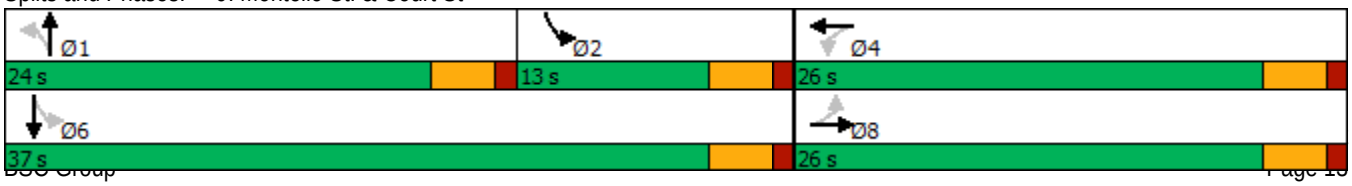
Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	536	-	-	-
HCM Lane V/C Ratio	0.219	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	480	107	38	462	431	32	405	31	220	418	29
Future Volume (vph)	60	480	107	38	462	431	32	405	31	220	418	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		0	0		0	175		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.931			0.991			0.990	
Flt Protected	0.950				0.998			0.997		0.950		
Satd. Flow (prot)	1454	1564	0	0	2884	0	0	1712	0	1496	1528	0
Flt Permitted	0.174				0.739			0.950		0.319		
Satd. Flow (perm)	266	1564	0	0	2136	0	0	1631	0	502	1528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			300			1520	
Travel Time (s)		16.4			10.0			6.8			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	3%	2%	8%	5%	4%	8%	5%	6%	5%	7%	9%
Adj. Flow (vph)	65	522	116	41	502	468	35	440	34	239	454	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	638	0	0	1011	0	0	509	0	239	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			1		2	6	
Permitted Phases	8			4			1			6		
Detector Phase	8	8		4	4		1	1		2	6	
Switch Phase												
Minimum Initial (s)	11.2	11.2		11.2	11.2		14.0	14.0		4.5	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.2	15.2		15.2	15.2		18.0	18.0		8.5	18.0	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		13.0	37.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		38.1%	38.1%		20.6%	58.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		20.0	20.0		9.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.2	3.2		3.2	3.2		4.0	4.0		1.5	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	23.0	23.0			23.0			21.0		31.2	31.2	
Actuated g/C Ratio	0.38	0.38			0.38			0.35		0.52	0.52	
v/c Ratio	0.64	1.07			1.24			0.89		0.63	0.62	
Control Delay	50.7	79.0			139.7			41.3		22.6	14.3	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	50.7	79.0			139.7			41.3		22.6	14.3	
LOS	D	E			F			D		C	B	
Approach Delay		76.4			139.7			41.3			17.1	
Approach LOS		E			F			D			B	
Queue Length 50th (ft)	18	~255			~239			165		46	114	
Queue Length 95th (ft)	#82	#469			#377			#360		84	198	
Internal Link Dist (ft)		640			360			220			1440	
Turn Bay Length (ft)										175		
Base Capacity (vph)	101	598			817			569		449	864	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.64	1.07			1.24			0.89		0.53	0.56	

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 60.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 77.4 Intersection LOS: E
Intersection Capacity Utilization 126.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Montello St. & Court St

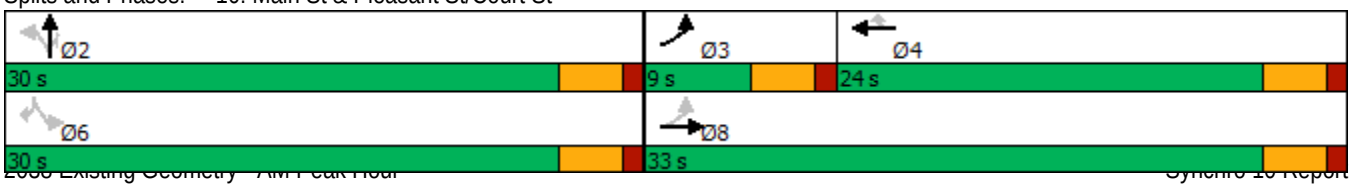


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	521	0	0	470	80	269	529	112	60	0	145
Future Volume (vph)	90	521	0	0	470	80	269	529	112	60	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	10	10	10
Storage Length (ft)	100		0	0		0	0		50	0		75
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1428	1589	0	0	1574	1106	1236	1559	1194	1516	0	1280
Flt Permitted	0.173						0.950			0.208		
Satd. Flow (perm)	260	1589	0	0	1574	1106	1236	1559	1194	332	0	1280
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						87			87			158
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			282			531	
Travel Time (s)		9.9			16.4			6.4			12.1	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	4%	0%	0%	5%	8%	8%	6%	0%	0%	0%	6%
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	97	560	0	0	511	87	292	575	122	65	0	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	560	0	0	511	87	292	575	122	65	0	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.46	1.46	1.19	1.46	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1	1		1
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50	50		50
Trailing Detector (ft)	0	0			0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0			0	0	0	0	0	0		0
Detector 1 Size(ft)	50	50			50	50	50	50	50	50		50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm	Perm		Perm
Protected Phases	3	8			4			2				
Permitted Phases	8					4	2		2	6		6
Detector Phase	3	8			4	4	2	2	2	6		6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	11.5			11.5	11.5	14.0	14.0	14.0	14.0		14.0
Minimum Split (s)	9.0	15.5			15.5	15.5	18.0	18.0	18.0	18.0		18.0
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0	30.0		30.0
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%	47.6%		47.6%
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0	26.0		26.0
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	3.5			3.5	3.5	4.0	4.0	4.0	4.0		4.0
Recall Mode	None	None			None	None	Min	Min	Min	Min		Min
Act Effct Green (s)	28.2	28.2			21.4	21.4	25.2	25.2	25.2	25.2		25.2
Actuated g/C Ratio	0.47	0.47			0.36	0.36	0.42	0.42	0.42	0.42		0.42
v/c Ratio	0.40	0.75			0.91	0.19	0.56	0.87	0.22	0.46		0.25
Control Delay	14.4	20.9			44.2	5.3	18.4	32.9	5.8	26.1		3.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	14.4	20.9			44.2	5.3	18.4	32.9	5.8	26.1		3.5
LOS	B	C			D	A	B	C	A	C		A
Approach Delay		20.0			38.6			25.3			10.1	
Approach LOS		B			D			C			B	
Queue Length 50th (ft)	20	162			189	0	80	190	8	17		0
Queue Length 95th (ft)	43	#289			#370	26	150	#371	35	#64		29
Internal Link Dist (ft)		355			640			202			451	
Turn Bay Length (ft)	100								50			75
Base Capacity (vph)	243	814			564	452	570	719	597	153		675
Starvation Cap Reductn	0	0			0	0	0	0	0	0		0
Spillback Cap Reductn	0	0			0	0	0	0	0	0		0
Storage Cap Reductn	0	0			0	0	0	0	0	0		0
Reduced v/c Ratio	0.40	0.69			0.91	0.19	0.51	0.80	0.20	0.42		0.23

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 59.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Main St & Pleasant St/Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	7	0	0	0	0	0	816	21	0	0	0
Future Volume (vph)	101	7	0	0	0	0	0	816	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.996				
Flt Protected		0.955										
Satd. Flow (prot)	0	2056	0	0	0	2153	0	3815	0	0	0	0
Flt Permitted		0.955										
Satd. Flow (perm)	0	2056	0	0	0	2153	0	3815	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		927			744			235			282	
Travel Time (s)		21.1			16.9			5.3			6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%
Adj. Flow (vph)	110	8	0	0	0	0	0	887	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	0	0	0	910	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

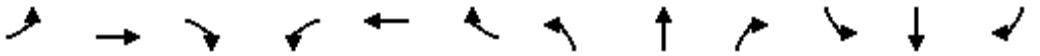
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.9% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	7	0	0	0	0	0	816	21	0	0	0
Future Vol, veh/h	101	7	0	0	0	0	0	816	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	110	8	0	0	0	0	0	887	23	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	444	910	-	-	-	455	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	444	910	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	502	277	0	0	0	558	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	568	356	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	502	277	-	-	-	558	-	-	-
Mov Cap-2 Maneuver	502	277	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	568	356	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15	0	0
HCM LOS	C	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	477	-
HCM Lane V/C Ratio	-	-	0.246	-
HCM Control Delay (s)	-	-	15	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	-



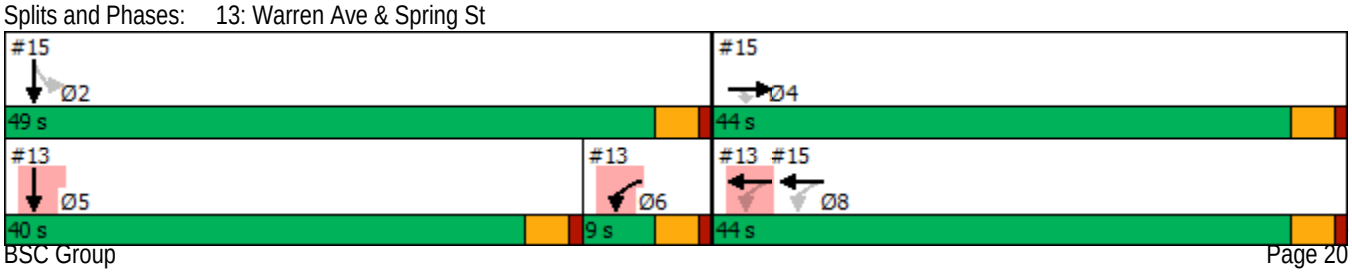
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	102	65	0	0	0	0	268	42
Future Volume (vph)	0	0	0	135	102	65	0	0	0	0	268	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.968						0.980	
Flt Protected					0.978							
Satd. Flow (prot)	0	0	0	0	3127	0	0	0	0	0	3187	0
Flt Permitted					0.978							
Satd. Flow (perm)	0	0	0	0	3127	0	0	0	0	0	3187	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			1148			224			489	
Travel Time (s)		10.3			26.1			5.1			11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	5%	5%	8%	0%	0%	0%	0%	8%	3%
Adj. Flow (vph)	0	0	0	147	111	71	0	0	0	0	291	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	329	0	0	0	0	0	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2						2	
Detector Template				Left	Thru						Thru	
Leading Detector (ft)				20	100						100	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				20	6						6	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				pm+pt	NA						NA	
Protected Phases				6	8						5	
Permitted Phases				8								
Detector Phase				6	8						5	

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	10.0						10.0	
Minimum Split (s)				9.0	14.0						14.0	
Total Split (s)				9.0	44.0						40.0	
Total Split (%)				9.7%	47.3%						43.0%	
Maximum Green (s)				5.0	40.0						36.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.0						4.0	
Lead/Lag				Lag							Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				0.2	4.5						1.5	
Recall Mode				None	None						Min	
Act Effct Green (s)					40.1						13.1	
Actuated g/C Ratio					0.66						0.21	
v/c Ratio					0.16						0.49	
Control Delay					4.7						23.6	
Queue Delay					0.0						0.0	
Total Delay					4.7						23.6	
LOS					A						C	
Approach Delay					4.7						23.6	
Approach LOS					A						C	
Queue Length 50th (ft)					20						57	
Queue Length 95th (ft)					41						92	
Internal Link Dist (ft)		373			1068			144			409	
Turn Bay Length (ft)												
Base Capacity (vph)					2048						1878	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.16						0.18	

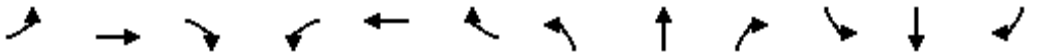
Intersection Summary
Area Type: Other
Cycle Length: 93
Actuated Cycle Length: 61.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 24.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: Warren Ave & Spring St



Lane Group	Ø2	Ø4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	14.0	14.0
Total Split (s)	49.0	44.0
Total Split (%)	53%	47%
Maximum Green (s)	45.0	40.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	4.5
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



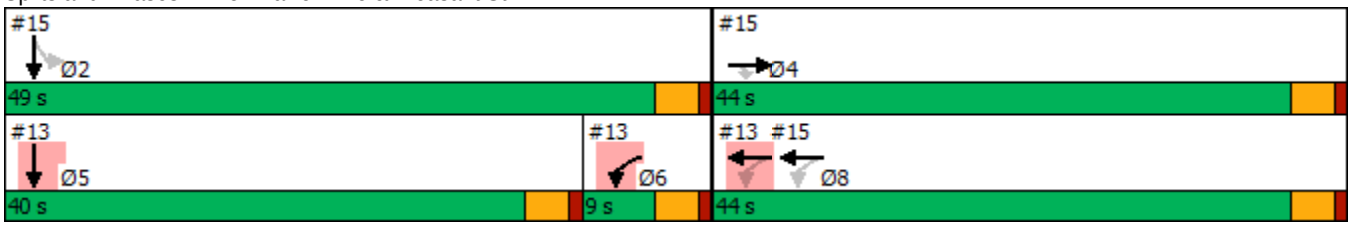
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	587	298	207	648	0	0	0	0	37	412	0
Future Volume (vph)	0	587	298	207	648	0	0	0	0	37	412	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	14	14
Storage Length (ft)	0		100	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt			0.850									
Flt Protected				0.950							0.996	
Satd. Flow (prot)	0	1613	1371	1562	1598	0	0	0	0	0	3233	0
Flt Permitted				0.363							0.996	
Satd. Flow (perm)	0	1613	1371	597	1598	0	0	0	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			176									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			585			386			224	
Travel Time (s)		12.0			13.3			8.8			5.1	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	6%	4%	7%	0%	0%	0%	0%	4%	7%	0%
Adj. Flow (vph)	0	599	304	225	704	0	0	0	0	40	448	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	599	304	225	704	0	0	0	0	0	488	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		50	50	50	50					50	50	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Detector Phase		4	4	8	8					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					14.0	14.0	
Total Split (s)		44.0	44.0	44.0	44.0					49.0	49.0	
Total Split (%)		47.3%	47.3%	47.3%	47.3%					52.7%	52.7%	
Maximum Green (s)		40.0	40.0	40.0	40.0					45.0	45.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		4.5	4.5	4.5	4.5					1.5	1.5	
Recall Mode		None	None	None	None					Min	Min	
Act Effct Green (s)		41.1	41.1	41.1	41.1						14.1	
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.23	
v/c Ratio		0.55	0.31	0.56	0.66						0.66	
Control Delay		8.2	3.0	13.0	10.3						16.7	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		8.2	3.0	13.0	10.3						16.7	
LOS		A	A	B	B						B	
Approach Delay		6.5			10.9						16.7	
Approach LOS		A			B						B	
Queue Length 50th (ft)		92	14	35	122						43	
Queue Length 95th (ft)		204	46	120	276						65	
Internal Link Dist (ft)		448			505			306			144	
Turn Bay Length (ft)			100	100								
Base Capacity (vph)		1083	978	400	1072						2435	
Starvation Cap Reductn		0	0	0	0						51	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.55	0.31	0.56	0.66						0.20	

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 61.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Warren Ave & Pleasant St



Lane Group	Ø5	Ø6
Minimum Split (s)	14.0	9.0
Total Split (s)	40.0	9.0
Total Split (%)	43%	10%
Maximum Green (s)	36.0	5.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	0.2
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

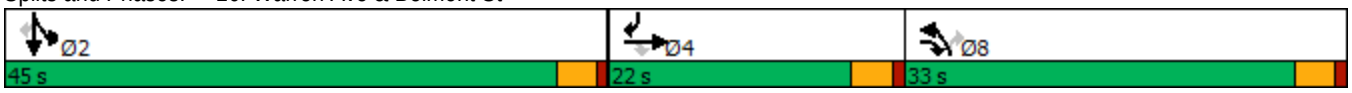
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	678	74	0	0	0	149	0	246	191	277	440
Future Volume (vph)	0	678	74	0	0	0	149	0	246	191	277	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Storage Length (ft)	0		100	0		0	0		100	0		100
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1405
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1405
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			41						267	205		473
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	737	80	0	0	0	162	0	267	205	298	473
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	737	80	0	0	0	162	0	267	205	298	473
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.25	1.25	1.25	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1				1		1	1	1	1
Detector Template												
Leading Detector (ft)		50	50				50		50	50	50	50
Trailing Detector (ft)		0	0				0		0	0	0	0
Detector 1 Position(ft)		0	0				0		0	0	0	0
Detector 1 Size(ft)		50	50				50		50	50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Turn Type		NA	pm+ov				Prot		Perm	Split	NA	custom
Protected Phases		4	8				8			2	2	4
Permitted Phases			4						8			2
Detector Phase		4	8				8		8	2	2	4
Switch Phase												
Minimum Initial (s)		5.0	10.0				10.0		10.0	10.0	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		9.0	14.0				14.0		14.0	14.0	14.0	9.0
Total Split (s)		22.0	33.0				33.0		33.0	45.0	45.0	22.0
Total Split (%)		22.0%	33.0%				33.0%		33.0%	45.0%	45.0%	22.0%
Maximum Green (s)		18.0	29.0				29.0		29.0	41.0	41.0	18.0
Yellow Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
All-Red Time (s)		1.0	1.0				1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0				-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	4.5				4.5		4.5	4.5	4.5	2.0
Recall Mode		None	Min				Min		Min	Min	Min	None
Act Effct Green (s)		19.5	38.7				16.0		16.0	20.3	20.3	42.9
Actuated g/C Ratio		0.30	0.59				0.25		0.25	0.31	0.31	0.66
v/c Ratio		1.49	0.09				0.43		0.50	0.33	0.58	0.44
Control Delay		253.8	4.7				25.9		6.8	4.4	24.1	2.0
Queue Delay		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Total Delay		253.8	4.7				25.9		6.8	4.4	24.1	2.0
LOS		F	A				C		A	A	C	A
Approach Delay		229.4						14.0			9.3	
Approach LOS		F						B			A	
Queue Length 50th (ft)		~402	6				53		0	0	94	0
Queue Length 95th (ft)		#816	28				121		54	41	190	31
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)			100						100			100
Base Capacity (vph)		496	1160				718		783	1110	1096	1087
Starvation Cap Reductn		0	0				0		0	0	0	0
Spillback Cap Reductn		0	0				0		0	0	0	0
Storage Cap Reductn		0	0				0		0	0	0	0
Reduced v/c Ratio		1.49	0.07				0.23		0.34	0.18	0.27	0.44

Intersection Summary
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 65.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 91.1 Intersection LOS: F
Intersection Capacity Utilization 78.3% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Warren Ave & Belmont St



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	2	0	88	5	3	49	66	2	5	7	790	2
Future Volume (vph)	2	0	88	5	3	49	66	2	5	7	790	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.868				0.927			0.928			
Flt Protected		0.999				0.997			0.977			
Satd. Flow (prot)	0	1686	0	0	0	1774	0	0	1665	0	2049	0
Flt Permitted		0.999				0.997			0.977			
Satd. Flow (perm)	0	1686	0	0	0	1774	0	0	1665	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		740				453			384		1235	
Travel Time (s)		16.8				10.3			8.7		28.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	2	0	96	5	3	53	72	2	5	8	814	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	0	133	0	0	15	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.6% ICU Level of Service E
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	2	33	582
Future Volume (vph)	2	33	582
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			528
Travel Time (s)			12.0
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	2	35	619
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	656
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	630	49	0	0	0	22	332	79	98	344	134
Future Volume (vph)	102	630	49	0	0	0	22	332	79	98	344	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	10	10	10
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.975				0.850
Flt Protected		0.994						0.997			0.989	
Satd. Flow (prot)	0	2864	0	0	0	0	0	1571	0	0	1471	1304
Flt Permitted		0.994						0.970			0.839	
Satd. Flow (perm)	0	2864	0	0	0	0	0	1528	0	0	1248	1304
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			2546			413	
Travel Time (s)		19.5			11.0			57.9			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	21%	0%	0%	0%	6%	6%	5%	5%	8%	4%
Adj. Flow (vph)	111	685	53	0	0	0	24	361	86	107	374	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	849	0	0	0	0	0	471	0	0	481	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	50
Trailing Detector (ft)	0	0					0	0		0	0	0
Detector 1 Position(ft)	0	0					0	0		0	0	0
Detector 1 Size(ft)	50	50					50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA					Perm	NA		pm+pt	NA	Perm
Protected Phases	8	8						6		5	2	
Permitted Phases							6			2		2
Detector Phase	8	8					6	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.5	5.5					5.5	5.5		5.5	5.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	9.5					9.5	9.5		9.5	9.5	9.5
Total Split (s)	24.0	24.0					26.0	26.0		26.0	52.0	52.0
Total Split (%)	31.6%	31.6%					34.2%	34.2%		34.2%	68.4%	68.4%
Maximum Green (s)	20.0	20.0					22.0	22.0		22.0	48.0	48.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0						-1.0			-1.0	-1.0
Total Lost Time (s)		3.0						3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		0.5	0.5	0.5
Recall Mode	None	None					Min	Min		None	Min	Min
Act Effct Green (s)		21.5						30.7			30.7	30.7
Actuated g/C Ratio		0.37						0.53			0.53	0.53
v/c Ratio		0.80						0.59			0.73	0.21
Control Delay		27.1						12.3			17.6	7.5
Queue Delay		0.0						0.0			0.0	0.0
Total Delay		27.1						12.3			17.7	7.5
LOS		C						B			B	A
Approach Delay		27.1						12.3			15.3	
Approach LOS		C						B			B	
Queue Length 50th (ft)		119						100			114	24
Queue Length 95th (ft)		#350						163			202	46
Internal Link Dist (ft)		776			406			2466			333	
Turn Bay Length (ft)												100
Base Capacity (vph)		1056						803			1074	1122
Starvation Cap Reductn		0						0			28	0
Spillback Cap Reductn		0						0			0	0
Storage Cap Reductn		0						0			0	0
Reduced v/c Ratio		0.80						0.59			0.46	0.13

Intersection Summary
Area Type: CBD
Cycle Length: 76
Actuated Cycle Length: 58.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 86.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

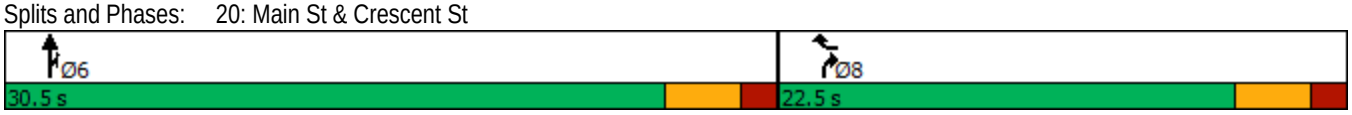
Splits and Phases: 19: Montello St. & Crescent St

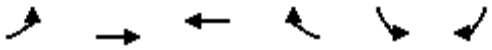
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	83	736	577	0	0
Future Volume (vph)	0	83	736	577	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1552	3185	1398	0	0
Flt Permitted						
Satd. Flow (perm)	0	1552	3185	1398	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		150				
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	8%	2%	4%	0%	0%
Adj. Flow (vph)	0	90	767	601	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	90	767	601	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	0.97	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	1	1		
Detector Template						
Leading Detector (ft)		50	50	50		
Trailing Detector (ft)		0	0	0		
Detector 1 Position(ft)		0	0	0		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	NA	custom		
Protected Phases		8	6	8 6		
Permitted Phases		8				
Detector Phase		8	6	8 6		
Switch Phase						
Minimum Initial (s)		8.0	8.0			
Minimum Split (s)		12.5	12.5			
Total Split (s)		22.5	30.5			
Total Split (%)		42.5%	57.5%			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)		18.0	26.0			
Yellow Time (s)		3.0	3.0			
All-Red Time (s)		1.5	1.5			
Lost Time Adjust (s)		-1.0	-1.0			
Total Lost Time (s)		3.5	3.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.5	3.0			
Recall Mode		None	Min			
Act Effct Green (s)		9.7	17.8	34.7		
Actuated g/C Ratio		0.28	0.51	1.00		
v/c Ratio		0.17	0.47	0.43		
Control Delay		2.0	6.2	1.0		
Queue Delay		0.0	0.0	0.0		
Total Delay		2.0	6.3	1.0		
LOS		A	A	A		
Approach Delay	2.0		3.9			
Approach LOS	A		A			
Queue Length 50th (ft)		0	36	0		
Queue Length 95th (ft)		11	72	0		
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)						
Base Capacity (vph)		942	2557	1398		
Starvation Cap Reductn		0	398	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.10	0.36	0.43		

Intersection Summary
Area Type: CBD
Cycle Length: 53
Actuated Cycle Length: 34.7
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 3.8 Intersection LOS: A
Intersection Capacity Utilization 43.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Main St & Crescent St

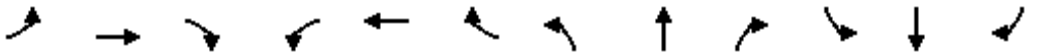




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	978	0	1063	0	0
Future Volume (vph)	0	978	0	1063	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	1292		340	
Travel Time (s)		5.0	29.4		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1087	0	1181	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	0	1181	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	393	325	157	448	0	473	0	122	0	0	0
Future Volume (vph)	0	393	325	157	448	0	473	0	122	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1820	0	1586	1912	0	1620	1371	0	0	1900	0
Flt Permitted				0.139			0.757					
Satd. Flow (perm)	0	1820	0	232	1912	0	1291	1371	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103						485				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	10%	6%	0%	4%	0%	6%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	427	353	171	487	0	514	0	133	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	780	0	171	487	0	514	133	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	64.0	64.0		64.0	64.0		26.0	26.0		26.0	26.0	
Total Split (%)	71.1%	71.1%		71.1%	71.1%		28.9%	28.9%		28.9%	28.9%	
Maximum Green (s)	60.0	60.0		60.0	60.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		32.3		32.3	32.3		24.3	24.3				
Actuated g/C Ratio		0.51		0.51	0.51		0.39	0.39				
v/c Ratio		0.79		1.44	0.50		1.03	0.16				
Control Delay		16.2		260.7	10.7		75.6	0.4				
Queue Delay		0.1		0.0	0.0		0.0	0.0				
Total Delay		16.3		260.7	10.7		75.6	0.4				
LOS		B		F	B		E	A				
Approach Delay		16.3			75.7			60.2				
Approach LOS		B			E			E				
Queue Length 50th (ft)		182		~84	105		167	0				
Queue Length 95th (ft)		284		#147	156		#610	0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1669		211	1744		498	827				
Starvation Cap Reductn		105		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.50		0.81	0.28		1.03	0.16				

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 62.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 48.6 Intersection LOS: D
Intersection Capacity Utilization 100.3% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

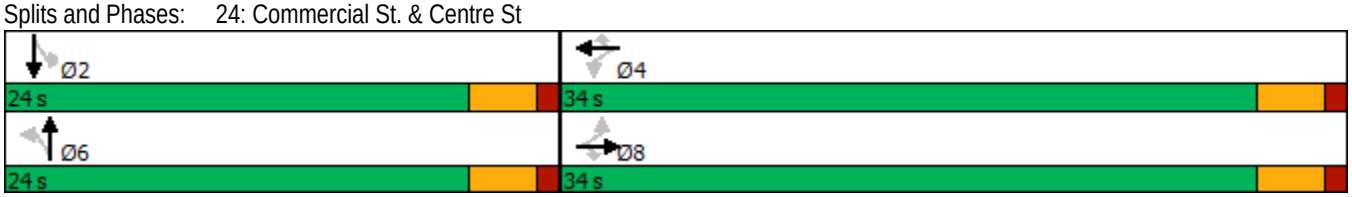
Splits and Phases: 23: Commercial St. & Court St

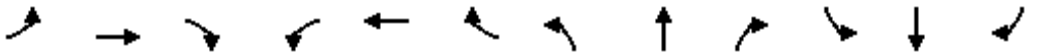
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	386	87	64	381	110	81	511	174	106	291	66
Future Volume (vph)	55	386	87	64	381	110	81	511	174	106	291	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	0		150	0		0	0		0	150		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.972	
Flt Protected		0.994			0.993			0.995		0.950		
Satd. Flow (prot)	0	1733	1487	0	1800	1574	0	1967	0	1652	2002	0
Flt Permitted		0.851			0.809			0.923		0.266		
Satd. Flow (perm)	0	1483	1487	0	1467	1574	0	1825	0	462	2002	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95			118		29			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	29%	2%	5%	10%	8%	6%	8%	5%	6%	2%	4%	7%
Adj. Flow (vph)	60	420	95	69	410	118	88	555	189	115	316	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	95	0	479	118	0	832	0	115	388	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Detector Phase	8	8	8	4	4	4	6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0		8.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	24.0	24.0		24.0	24.0	
Total Split (%)	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	41.4%	41.4%		41.4%	41.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		19.3	19.3		19.3	19.3		21.4		21.4	21.4	
Actuated g/C Ratio		0.41	0.41		0.41	0.41		0.46		0.46	0.46	
v/c Ratio		0.79	0.14		0.79	0.16		0.98		0.55	0.42	
Control Delay		21.7	2.6		22.2	2.4		45.0		27.3	11.6	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		21.7	2.6		22.2	2.4		45.0		27.3	11.6	
LOS		C	A		C	A		D		C	B	
Approach Delay		18.5			18.3			45.0			15.2	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)		104	0		104	0		190		20	58	
Queue Length 95th (ft)		188	17		189	18		#560		#108	167	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)			150							150		
Base Capacity (vph)		1001	1035		991	1101		850		211	927	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.48	0.09		0.48	0.11		0.98		0.55	0.42	

Intersection Summary
Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 46.8
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 121.6% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Commercial St. & Centre St



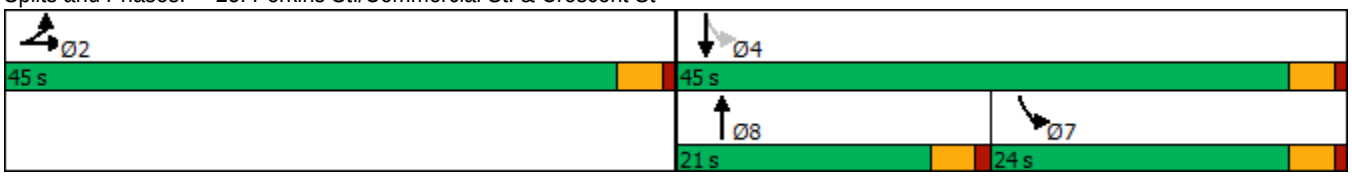


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	632	16	0	0	0	0	246	98	248	153	0
Future Volume (vph)	148	632	16	0	0	0	0	246	98	248	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.961				
Flt Protected		0.991									0.970	
Satd. Flow (prot)	0	3317	0	0	0	0	0	1756	0	0	1965	0
Flt Permitted		0.991									0.543	
Satd. Flow (perm)	0	3317	0	0	0	0	0	1756	0	0	1100	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	14%	6%	8%	0%	0%	0%	0%	4%	4%	4%	10%	0%
Adj. Flow (vph)	161	687	17	0	0	0	0	267	107	270	166	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	865	0	0	0	0	0	374	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	20.0	20.0						20.0		9.0	20.0	
Total Split (s)	45.0	45.0						21.0		24.0	45.0	
Total Split (%)	50.0%	50.0%						23.3%		26.7%	50.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	41.0	41.0						17.0		20.0	41.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		None	Min	
Act Effct Green (s)		25.4						42.2			42.2	
Actuated g/C Ratio		0.35						0.57			0.57	
v/c Ratio		0.76						0.37			0.69	
Control Delay		25.9						11.0			20.4	
Queue Delay		0.0						0.0			14.6	
Total Delay		25.9						11.0			35.0	
LOS		C						B			D	
Approach Delay		25.9						11.0			35.0	
Approach LOS		C						B			D	
Queue Length 50th (ft)		180						83			126	
Queue Length 95th (ft)		241						176			#340	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1902						1006			631	
Starvation Cap Reductn		0						0			180	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.45						0.37			0.97	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 73.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Perkins St./Commercial St. & Crescent St

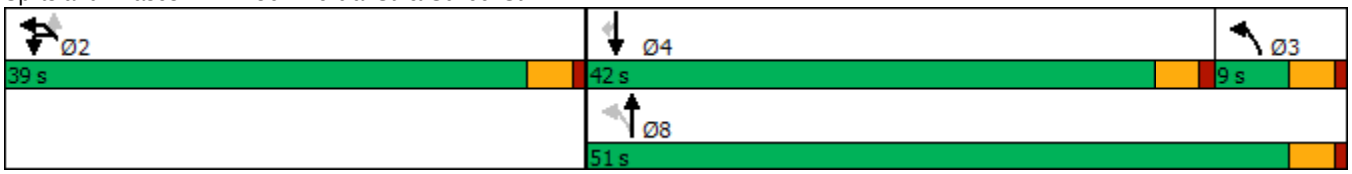


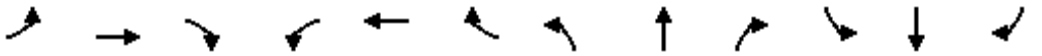
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	20	327	0	0	381	96	36	633	394
Future Volume (vph)	0	0	20	327	0	0	381	96	36	633	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		0		0	150
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	1719	2031	0	0	1766	1487	0	3298	1538
Flt Permitted			0.370							0.950	
Satd. Flow (perm)	0	0	670	2031	0	0	1766	1487	0	3298	1538
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								104			428
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	19%	6%	0%	0%	4%	5%	14%	2%	5%
Adj. Flow (vph)	0	0	22	355	0	0	414	104	39	688	428
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	22	355	0	0	414	104	0	727	428
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			3.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			7.0	20.0			20.0	20.0	20.0	20.0	20.0
Total Split (s)			9.0	51.0			42.0	42.0	39.0	39.0	39.0
Total Split (%)			10.0%	56.7%			46.7%	46.7%	43.3%	43.3%	43.3%
Maximum Green (s)			5.0	47.0			38.0	38.0	35.0	35.0	35.0
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lag				Lead	Lead			
Lead-Lag Optimize?											
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	Min			Min	Min	None	None	None
Act Effct Green (s)			26.9	21.7			19.2	19.2		20.0	20.0
Actuated g/C Ratio			0.55	0.45			0.40	0.40		0.41	0.41
v/c Ratio			0.04	0.39			0.59	0.16		0.54	0.48
Control Delay			8.1	10.5			17.6	4.2		14.2	3.9
Queue Delay			0.0	0.1			0.0	0.0		0.0	0.0
Total Delay			8.1	10.6			17.6	4.2		14.2	3.9
LOS			A	B			B	A		B	A
Approach Delay				10.4			14.9			10.4	
Approach LOS				B			B			B	
Queue Length 50th (ft)			1	51			64	0		54	0
Queue Length 95th (ft)			15	150			242	28		190	53
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)											150
Base Capacity (vph)			521	1778			1452	1241		2604	1304
Starvation Cap Reductn			0	358			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.04	0.25			0.29	0.08		0.28	0.33

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 48.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 48.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Commercial St. & School St.



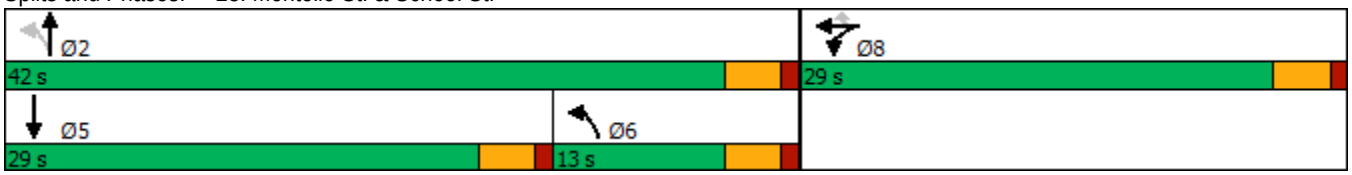


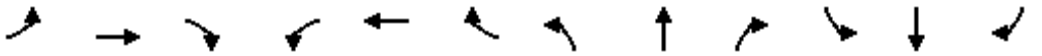
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	147	479	98	32	365	0	0	471	11
Future Volume (vph)	0	0	0	147	479	98	32	365	0	0	471	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	10	10	10	12	12	12	12
Storage Length (ft)	0		0	100		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.997	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1624	1550	1304	1458	1492	0	0	1581	0
Flt Permitted				0.950			0.272					
Satd. Flow (perm)	0	0	0	1624	1550	1304	417	1492	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						107						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	3%	4%	4%	7%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	160	521	107	35	397	0	0	512	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	160	521	107	35	397	0	0	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				8	8		6	2			5	
Permitted Phases						8	2					
Detector Phase				8	8	8	6	2			5	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	4.5	14.5			14.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				14.0	14.0	14.0	8.5	18.5			18.5	
Total Split (s)				29.0	29.0	29.0	13.0	42.0			29.0	
Total Split (%)				40.8%	40.8%	40.8%	18.3%	59.2%			40.8%	
Maximum Green (s)				25.0	25.0	25.0	9.0	38.0			25.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	1.5	4.5			4.5	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				24.2	24.2	24.2	31.5	27.8			24.9	
Actuated g/C Ratio				0.42	0.42	0.42	0.54	0.48			0.43	
v/c Ratio				0.24	0.81	0.18	0.11	0.56			0.78	
Control Delay				13.6	28.9	4.1	9.1	14.5			26.5	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				13.6	28.9	4.1	9.1	14.5			26.5	
LOS				B	C	A	A	B			C	
Approach Delay					22.4			14.1			26.5	
Approach LOS					C			B			C	
Queue Length 50th (ft)				32	142	0	4	98			142	
Queue Length 95th (ft)				82	#360	27	19	169			#358	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				100			150					
Base Capacity (vph)				742	708	654	442	1023			723	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.22	0.74	0.16	0.08	0.39			0.72	

Intersection Summary
Area Type: CBD
Cycle Length: 71
Actuated Cycle Length: 58.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 64.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Montello St. & School St.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	391	168	101	920	0	0	0	0
Future Volume (vph)	0	0	0	0	391	168	101	920	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	10	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850						
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	1676	1256	0	3503	0	0	0	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	1676	1256	0	3503	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						99		35				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	8%	1%	5%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	425	183	105	958	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	425	183	0	1063	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.25	0.97	0.97	0.97	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type					NA	Prot	Split	NA				
Protected Phases					8	8	6	6				
Permitted Phases												
Detector Phase					8	8	6	6				
Switch Phase												
Minimum Initial (s)					6.5	6.5	6.5	6.5				
Minimum Split (s)					10.5	10.5	9.5	9.5				
Total Split (s)					22.0	22.0	29.0	29.0				
Total Split (%)					43.1%	43.1%	56.9%	56.9%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					18.0	18.0	26.0	26.0				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	0.0	0.0				
Lost Time Adjust (s)					-1.0	-1.0		-1.0				
Total Lost Time (s)					3.0	3.0		2.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.5	1.5	1.5	1.5				
Recall Mode					None	None	Min	Min				
Act Effct Green (s)					13.8	13.8		16.5				
Actuated g/C Ratio					0.39	0.39		0.46				
v/c Ratio					0.66	0.34		0.65				
Control Delay					15.8	6.8		9.6				
Queue Delay					0.0	0.0		0.0				
Total Delay					15.8	6.8		9.6				
LOS					B	A		A				
Approach Delay					13.1			9.6				
Approach LOS					B			A				
Queue Length 50th (ft)					63	10		69				
Queue Length 95th (ft)					175	49		143				
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					965	765		2726				
Starvation Cap Reductn					0	0		63				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.44	0.24		0.40				

Intersection Summary
Area Type: CBD
Cycle Length: 51
Actuated Cycle Length: 35.7
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15

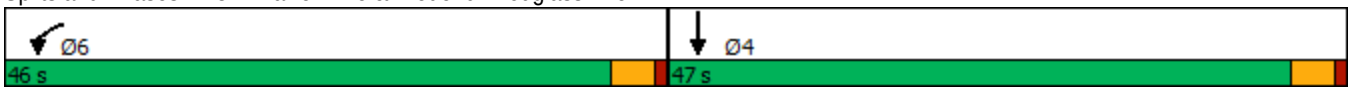
Splits and Phases: 30: Main St & Frederick Douglass Ave/School St.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	409	0	0	0	0	1093
Future Volume (vph)	409	0	0	0	0	1093
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	2829	0	0	0	0	3504
Flt Permitted	0.950					
Satd. Flow (perm)	2829	0	0	0	0	3504
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	72					
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	445	0	0	0	0	1188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	0	0	1188
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.28	1.14	1.14	1.14	1.01	1.01
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1					1
Detector Template						
Leading Detector (ft)	50					50
Trailing Detector (ft)	0					0
Detector 1 Position(ft)	0					0
Detector 1 Size(ft)	50					50
Detector 1 Type	Cl+Ex					Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0					0.0
Detector 1 Queue (s)	0.0					0.0
Detector 1 Delay (s)	0.0					0.0
Turn Type	Prot					NA
Protected Phases	6					4
Permitted Phases						
Detector Phase	6					4
Switch Phase						
Minimum Initial (s)	8.0					12.0
Minimum Split (s)	12.0					16.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (s)	46.0					47.0
Total Split (%)	49.5%					50.5%
Maximum Green (s)	42.0					43.0
Yellow Time (s)	3.0					3.0
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	-1.0					-1.0
Total Lost Time (s)	3.0					3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0					4.5
Recall Mode	None					Min
Act Effct Green (s)	13.5					28.5
Actuated g/C Ratio	0.28					0.59
v/c Ratio	0.53					0.58
Control Delay	16.0					7.6
Queue Delay	0.0					0.1
Total Delay	16.0					7.6
LOS	B					A
Approach Delay	16.0					7.6
Approach LOS	B					A
Queue Length 50th (ft)	42					89
Queue Length 95th (ft)	103					166
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)						
Base Capacity (vph)	2471					3087
Starvation Cap Reductn	0					447
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.18					0.45

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 48.4
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 98.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave

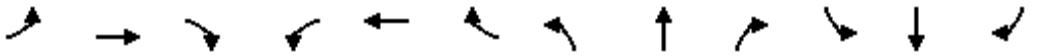


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	288	0	0	0	0	0	778	13	0	0	0
Future Volume (vph)	251	288	0	0	0	0	0	778	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	13	13	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.998				
Flt Protected	0.950											
Satd. Flow (prot)	1593	1676	0	0	0	0	0	2927	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1676	0	0	0	0	0	2927	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			Yes
Satd. Flow (RTOR)								4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Parking (#/hr)								10	10			
Adj. Flow (vph)	273	313	0	0	0	0	0	828	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	313	0	0	0	0	0	842	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.10	1.21	1.10	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Split	NA						NA				
Protected Phases	8	8						2				
Permitted Phases												
Detector Phase	8	8						2				
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.5	6.5						6.5				
Minimum Split (s)	10.5	10.5						10.5				
Total Split (s)	26.0	26.0						30.0				
Total Split (%)	46.4%	46.4%						53.6%				
Maximum Green (s)	22.0	22.0						26.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-1.0	-1.0						-1.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5						1.5				
Recall Mode	None	None						Min				
Act Effct Green (s)	12.2	12.2						15.3				
Actuated g/C Ratio	0.36	0.36						0.45				
v/c Ratio	0.48	0.52						0.64				
Control Delay	12.6	13.1						10.2				
Queue Delay	0.0	0.0						0.0				
Total Delay	12.6	13.1						10.2				
LOS	B	B						B				
Approach Delay		12.8						10.2				
Approach LOS		B						B				
Queue Length 50th (ft)	32	38						48				
Queue Length 95th (ft)	109	124						132				
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)	100											
Base Capacity (vph)	1159	1220						2394				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.24	0.26						0.35				

Intersection Summary
Area Type: CBD
Cycle Length: 56
Actuated Cycle Length: 34
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 112.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

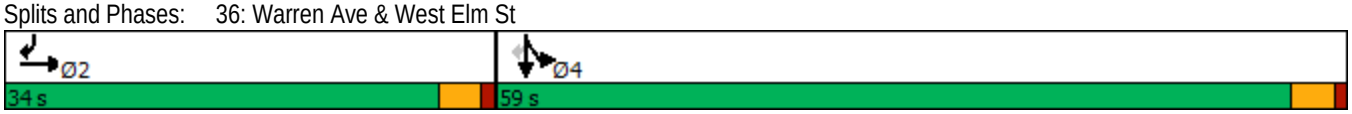


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	393	87	0	0	0	0	0	0	251	722	378
Future Volume (vph)	0	393	87	0	0	0	0	0	0	251	722	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975										0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	1640	0	0	0	0	0	0	0	1486	1550	1330
Flt Permitted										0.950		
Satd. Flow (perm)	0	1640	0	0	0	0	0	0	0	1486	1550	1330
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		13								204		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%
Adj. Flow (vph)	0	427	95	0	0	0	0	0	0	273	785	411
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	522	0	0	0	0	0	0	0	273	785	411
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	1
Detector Template												
Leading Detector (ft)		50								50	50	50
Trailing Detector (ft)		0								0	0	0
Detector 1 Position(ft)		0								0	0	0
Detector 1 Size(ft)		50								50	50	50
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	0.0
Detector 1 Queue (s)		0.0								0.0	0.0	0.0
Detector 1 Delay (s)		0.0								0.0	0.0	0.0
Turn Type		NA								Split	NA	custom
Protected Phases		2								4	4	2
Permitted Phases												4
Detector Phase		2								4	4	2
Switch Phase												
Minimum Initial (s)		8.0								10.0	10.0	8.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		12.0								14.0	14.0	12.0
Total Split (s)		34.0								59.0	59.0	34.0
Total Split (%)		36.6%								63.4%	63.4%	36.6%
Maximum Green (s)		30.0								55.0	55.0	30.0
Yellow Time (s)		3.0								3.0	3.0	3.0
All-Red Time (s)		1.0								1.0	1.0	1.0
Lost Time Adjust (s)		-1.0								-1.0	-1.0	-1.0
Total Lost Time (s)		3.0								3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								4.5	4.5	2.0
Recall Mode		None								Min	Min	None
Act Effct Green (s)		29.4								49.2	49.2	84.7
Actuated g/C Ratio		0.35								0.58	0.58	1.00
v/c Ratio		0.90								0.29	0.87	0.31
Control Delay		49.1								3.3	27.8	0.6
Queue Delay		0.0								0.0	5.5	0.0
Total Delay		49.1								3.3	33.3	0.6
LOS		D								A	C	A
Approach Delay		49.1									18.6	
Approach LOS		D									B	
Queue Length 50th (ft)		290								16	343	0
Queue Length 95th (ft)		#495								48	#616	0
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		624								1073	1052	1330
Starvation Cap Reductn		0								0	208	0
Spillback Cap Reductn		0								0	0	0
Storage Cap Reductn		0								0	0	0
Reduced v/c Ratio		0.84								0.25	0.93	0.31

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 84.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: Warren Ave & West Elm St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	56	54	458	527	32
Future Volume (vph)	25	56	54	458	527	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906				0.992	
Flt Protected	0.985			0.995		
Satd. Flow (prot)	1922	0	0	1924	1886	0
Flt Permitted	0.985			0.995		
Satd. Flow (perm)	1922	0	0	1924	1886	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	744			238	300	
Travel Time (s)	16.9			5.4	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	5%	7%	0%
Adj. Flow (vph)	27	61	59	498	573	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	557	608	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.8					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	56	54	458	527	32
Future Vol, veh/h	25	56	54	458	527	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	5	7	0
Mvmt Flow	27	61	59	498	573	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1207	591	608	0	-	0
Stage 1	591	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	204	511	966	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	511	966	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.9	0
HCM LOS	C		

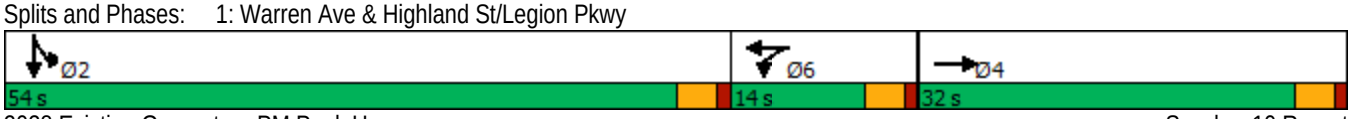
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	966	-	333	-	-
HCM Lane V/C Ratio	0.061	-	0.264	-	-
HCM Control Delay (s)	9	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	96	52	375	235	0	0	0	0	291	825	18
Future Volume (vph)	0	96	52	375	235	0	0	0	0	291	825	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12	12	12	12	14	14	14
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.952									0.998	
Flt Protected				0.950	0.980						0.987	
Satd. Flow (prot)	0	1929	0	1681	1989	0	0	0	0	0	3747	0
Flt Permitted				0.950	0.980						0.987	
Satd. Flow (perm)	0	1929	0	1681	1989	0	0	0	0	0	3747	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		28										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			280	
Travel Time (s)		8.5			19.7			7.8			6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	1%	0%
Parking (#/hr)						10						
Adj. Flow (vph)	0	104	57	408	255	0	0	0	0	316	897	20
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	0	161	0	233	430	0	0	0	0	0	1233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template												
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		50		50	50					50	50	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4		6	6					2	2	
Permitted Phases												
Detector Phase		4		6	6					2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		8.0	8.0					10.0	10.0	
Minimum Split (s)		9.0		12.0	12.0					14.0	14.0	
Total Split (s)		32.0		14.0	14.0					54.0	54.0	
Total Split (%)		32.0%		14.0%	14.0%					54.0%	54.0%	
Maximum Green (s)		28.0		10.0	10.0					50.0	50.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0		3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.5	2.5					4.5	4.5	
Recall Mode		None		None	None					Min	Min	
Act Effct Green (s)		10.6		11.4	11.4						34.2	
Actuated g/C Ratio		0.16		0.17	0.17						0.52	
v/c Ratio		0.48		0.80	1.25						0.63	
Control Delay		27.5		52.8	162.2						12.7	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		27.5		52.8	162.2						12.7	
LOS		C		D	F						B	
Approach Delay		27.5			123.7						12.7	
Approach LOS		C			F						B	
Queue Length 50th (ft)		47		91	~223						164	
Queue Length 95th (ft)		119		#289	#536						257	
Internal Link Dist (ft)		294			788			265			200	
Turn Bay Length (ft)				100								
Base Capacity (vph)		898		292	345						3002	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.18		0.80	1.25						0.41	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 65.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 49.6 Intersection LOS: D
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	144	738	326	367
Future Volume (vph)	0	0	144	738	326	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.929	
Flt Protected				0.992		
Satd. Flow (prot)	0	0	0	1839	1731	0
Flt Permitted				0.992		
Satd. Flow (perm)	0	0	0	1839	1731	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1148			531	743	
Travel Time (s)	26.1			12.1	16.9	
Peak Hour Factor	0.25	0.25	0.92	0.92	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	3%	1%
Adj. Flow (vph)	0	0	157	802	333	374
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	959	707	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

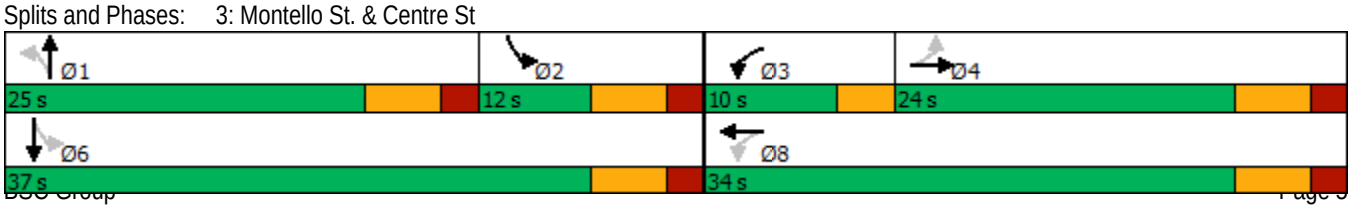
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 93.1% ICU Level of Service F
Analysis Period (min) 15

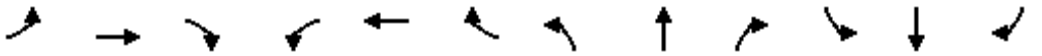
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	345	41	67	362	44	15	371	33	100	589	87
Future Volume (vph)	84	345	41	67	362	44	15	371	33	100	589	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.987			0.989			0.981	
Flt Protected		0.991			0.993			0.998		0.950		
Satd. Flow (prot)	0	1850	0	0	1889	0	0	1833	0	1745	1832	0
Flt Permitted		0.794			0.852			0.498		0.350		
Satd. Flow (perm)	0	1482	0	0	1620	0	0	915	0	643	1832	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			238	
Travel Time (s)		17.5			10.8			14.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	3%	13%	4%	3%	0%	2%	7%	0%	2%	0%
Adj. Flow (vph)	91	375	45	71	385	47	16	403	36	104	614	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	0	503	0	0	455	0	104	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			1		2	6	
Permitted Phases	4			8			1			6		
Detector Phase	4	4		3	8		1	1		2	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		5.0	8.0		9.0	9.0		5.0	9.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	14.0	14.0		8.0	14.0		15.0	15.0		11.0	15.0	
Total Split (s)	24.0	24.0		10.0	34.0		25.0	25.0		12.0	37.0	
Total Split (%)	33.8%	33.8%		14.1%	47.9%		35.2%	35.2%		16.9%	52.1%	
Maximum Green (s)	18.0	18.0		7.0	28.0		19.0	19.0		6.0	31.0	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		25.9			25.9			20.4		30.9	29.3	
Actuated g/C Ratio		0.40			0.40			0.31		0.47	0.45	
v/c Ratio		0.87			0.78			1.60		0.25	0.86	
Control Delay		37.0			28.4			308.0		15.1	29.7	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		37.0			28.4			308.0		15.1	29.7	
LOS		D			C			F		B	C	
Approach Delay		37.0			28.4			308.0			27.8	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)		195			183			~304		25	263	
Queue Length 95th (ft)		#368			#334			#471		52	#467	
Internal Link Dist (ft)		689			393			549			158	
Turn Bay Length (ft)										100		
Base Capacity (vph)		587			733			285		428	915	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.87			0.69			1.60		0.24	0.77	

Intersection Summary
Area Type: Other
Cycle Length: 71
Actuated Cycle Length: 65.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.60
Intersection Signal Delay: 86.0 Intersection LOS: F
Intersection Capacity Utilization 99.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Montello St. & Centre St



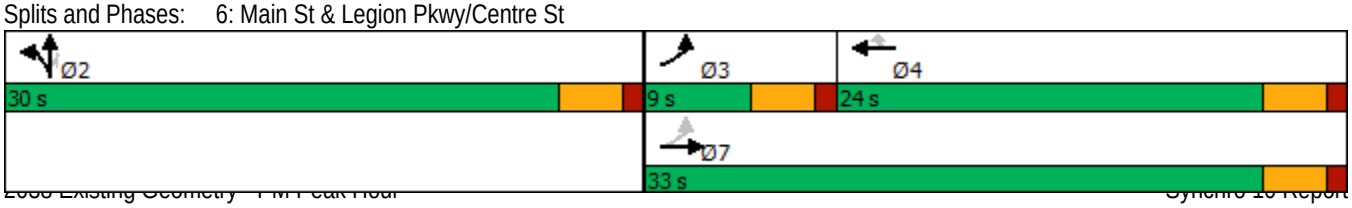


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	293	0	0	383	67	203	761	169	0	0	0
Future Volume (vph)	172	293	0	0	383	67	203	761	169	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	15	12	10	12	12	12
Storage Length (ft)	100		0	0		50	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.990				
Satd. Flow (prot)	1805	1553	0	0	1783	1327	0	3511	1209	0	0	0
Flt Permitted	0.243							0.990				
Satd. Flow (perm)	462	1553	0	0	1783	1327	0	3511	1209	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			235	
Travel Time (s)		19.7			17.5			7.9			5.3	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	1%	2%	6%	0%	0%	0%
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	185	315	0	0	416	73	221	827	184	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	315	0	0	416	73	0	1048	184	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.23	1.00	1.04	1.04	1.28	0.88	1.00	1.34	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	3	7			4		2	2				
Permitted Phases	7					4			2			
Detector Phase	3	7			4	4	2	2	2			
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0			12.0	12.0	14.0	14.0	14.0			
Minimum Split (s)	9.0	16.0			16.0	16.0	18.0	18.0	18.0			
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0			
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%			
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0	-1.0			
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	4.0			4.0	4.0	4.0	4.0	4.0			
Recall Mode	None	None			None	None	Min	Min	Min			
Act Effct Green (s)	25.5	25.5			18.9	18.9		25.1	25.1			
Actuated g/C Ratio	0.45	0.45			0.33	0.33		0.44	0.44			
v/c Ratio	0.52	0.45			0.70	0.17		0.68	0.34			
Control Delay	15.4	13.4			25.6	16.1		16.3	14.3			
Queue Delay	0.0	0.0			0.0	0.0		0.4	0.0			
Total Delay	15.4	13.4			25.6	16.1		16.7	14.3			
LOS	B	B			C	B		B	B			
Approach Delay		14.1			24.2			16.3				
Approach LOS		B			C			B				
Queue Length 50th (ft)	39	74			136	19		164	45			
Queue Length 95th (ft)	73	131			#233	46		228	90			
Internal Link Dist (ft)		788			689			266			155	
Turn Bay Length (ft)	100					50			100			
Base Capacity (vph)	354	854			686	511		1738	599			
Starvation Cap Reductn	0	0			0	0		243	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.52	0.37			0.61	0.14		0.70	0.31			

Intersection Summary
Area Type: Other
Cycle Length: 63
Actuated Cycle Length: 56.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

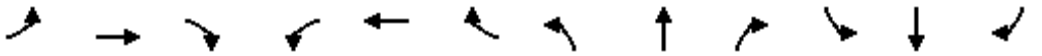


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	834	263	0	577	0	0
Future Volume (vph)	834	263	0	577	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12
Storage Length (ft)	0	250	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3090	1439	0	1788	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3090	1439	0	1788	0	0
Right Turn on Red	Yes	Yes				No
Satd. Flow (RTOR)	381					
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			1360	254	
Travel Time (s)	16.6			30.9	5.8	
Peak Hour Factor	0.94	0.94	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	2%	0%	0%
Adj. Flow (vph)	887	280	0	627	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	887	280	0	627	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.05	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1		
Detector Template						
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Detector 1 Position(ft)	0	0		0		
Detector 1 Size(ft)	50	50		50		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		
Turn Type	Prot	custom		NA		
Protected Phases	8	2		2		
Permitted Phases		8				
Detector Phase	8	2		2		
Switch Phase						
Minimum Initial (s)	6.5	8.0		8.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	10.5	12.0		12.0		
Total Split (s)	22.0	26.0		26.0		
Total Split (%)	45.8%	54.2%		54.2%		
Maximum Green (s)	18.0	22.0		22.0		
Yellow Time (s)	3.0	3.0		3.0		
All-Red Time (s)	1.0	1.0		1.0		
Lost Time Adjust (s)	-1.0	-1.0		-1.0		
Total Lost Time (s)	3.0	3.0		3.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	3.0		3.0		
Recall Mode	None	Min		Min		
Act Effct Green (s)	12.6	37.6		18.6		
Actuated g/C Ratio	0.34	1.00		0.49		
v/c Ratio	0.69	0.19		0.71		
Control Delay	9.4	0.3		14.1		
Queue Delay	0.0	0.0		0.0		
Total Delay	9.4	0.3		14.1		
LOS	A	A		B		
Approach Delay	7.2			14.1		
Approach LOS	A			B		
Queue Length 50th (ft)	45	0		83		
Queue Length 95th (ft)	93	0		#248		
Internal Link Dist (ft)	652			1280	174	
Turn Bay Length (ft)		250				
Base Capacity (vph)	1835	1415		1162		
Starvation Cap Reductn	0	0		0		
Spillback Cap Reductn	0	0		0		
Storage Cap Reductn	0	0		0		
Reduced v/c Ratio	0.48	0.20		0.54		

Intersection Summary
Area Type: CBD
Cycle Length: 48
Actuated Cycle Length: 37.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Main St & Belmont St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	58	72	0	0	0	0	0	0	32	1061	26
Future Volume (vph)	0	58	72	0	0	0	0	0	0	32	1061	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.925									0.997	
Flt Protected											0.999	
Satd. Flow (prot)	0	1777	0	0	0	0	0	0	0	0	3529	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	1777	0	0	0	0	0	0	0	0	3529	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			927			280			386	
Travel Time (s)		9.8			21.1			6.4			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	62	77	0	0	0	0	0	0	34	1117	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	0	0	0	0	0	0	1178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	58	72	0	0	0	0	0	0	32	1061	26
Future Vol, veh/h	0	58	72	0	0	0	0	0	0	32	1061	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	92	92	92	95	95	95
Heavy Vehicles, %	0	0	4	0	0	0	0	0	0	0	2	0
Mvmt Flow	0	62	77	0	0	0	0	0	0	34	1117	27

Major/Minor	Minor2								Major2		
Conflicting Flow All	-	1199	572						0	0	0
Stage 1	-	1199	-						-	-	-
Stage 2	-	0	-						-	-	-
Critical Hdwy	-	6.5	6.98						4.1	-	-
Critical Hdwy Stg 1	-	5.5	-						-	-	-
Critical Hdwy Stg 2	-	-	-						-	-	-
Follow-up Hdwy	-	4	3.34						2.2	-	-
Pot Cap-1 Maneuver	0	187	458						-	-	-
Stage 1	0	261	-						-	-	-
Stage 2	0	-	-						-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	0	458						-	-	-
Mov Cap-2 Maneuver	-	0	-						-	-	-
Stage 1	-	0	-						-	-	-
Stage 2	-	0	-						-	-	-

Approach	EB	SB
HCM Control Delay, s	16.3	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	458	-	-	-
HCM Lane V/C Ratio	0.305	-	-	-
HCM Control Delay (s)	16.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	509	166	52	430	392	42	363	46	332	550	32
Future Volume (vph)	85	509	166	52	430	392	42	363	46	332	550	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	150		0	0		0	175		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.933			0.986			0.992	
Flt Protected	0.950				0.997			0.995		0.950		
Satd. Flow (prot)	1510	1580	0	0	2933	0	0	1749	0	1496	1624	0
Flt Permitted	0.174				0.589			0.663		0.321		
Satd. Flow (perm)	277	1580	0	0	1733	0	0	1166	0	505	1624	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			300			1520	
Travel Time (s)		16.4			10.0			6.8			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	4%	1%	0%	3%	4%	2%	3%	2%	4%	5%	1%	0%
Adj. Flow (vph)	92	553	180	57	467	426	46	395	50	357	591	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	733	0	0	950	0	0	491	0	357	625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			1		2	6	
Permitted Phases	8			4			1			6		
Detector Phase	8	8		4	4		1	1		2	6	
Switch Phase												
Minimum Initial (s)	11.2	11.2		11.2	11.2		14.0	14.0		4.5	14.0	

Lanes, Volumes, Timings
9: Montello St. & Court St

07/10/2019

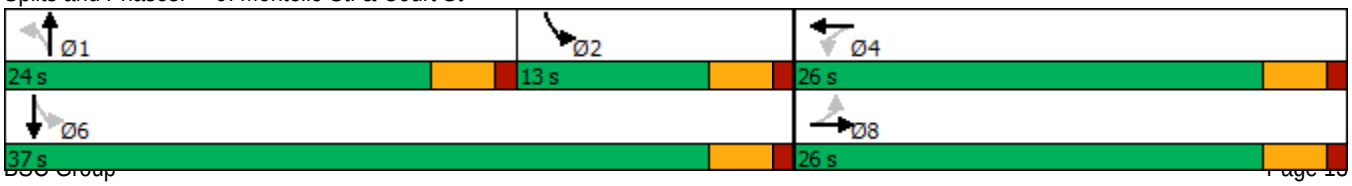
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.2	15.2		15.2	15.2		18.0	18.0		8.5	18.0	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		13.0	37.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		38.1%	38.1%		20.6%	58.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		20.0	20.0		9.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	23.0	23.0			23.0			21.0		33.7	33.7	
Actuated g/C Ratio	0.37	0.37			0.37			0.33		0.54	0.54	
v/c Ratio	0.91	1.27			1.49			1.26		0.84	0.72	
Control Delay	95.9	156.0			253.0			159.8		37.7	16.7	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	95.9	156.0			253.0			159.8		37.7	16.7	
LOS	F	F			F			F		D	B	
Approach Delay		149.3			253.0			159.8			24.4	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	33	~365			~273			~243		75	163	
Queue Length 95th (ft)	#114	#553			#381			#407		#180	280	
Internal Link Dist (ft)		640			360			220			1440	
Turn Bay Length (ft)										175		
Base Capacity (vph)	101	579			636			390		431	881	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.91	1.27			1.49			1.26		0.83	0.71	

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 62.7
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 143.4 Intersection LOS: F
Intersection Capacity Utilization 144.4% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Montello St. & Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	515	0	0	418	144	395	638	125	119	0	216
Future Volume (vph)	113	515	0	0	418	144	395	638	125	119	0	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	11	11	11	10	10	10
Storage Length (ft)	100		0	0		0	0		50	0		75
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1496	1621	0	0	1605	1148	703	1605	1182	1516	0	1280
Flt Permitted	0.199						0.950			0.147		
Satd. Flow (perm)	313	1621	0	0	1605	1148	703	1605	1182	235	0	1280
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						157			87			235
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			282			531	
Travel Time (s)		9.9			16.4			6.4			12.1	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	2%	0%	0%	3%	4%	0%	3%	1%	0%	0%	6%
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	120	548	0	0	454	157	429	693	136	129	0	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	548	0	0	454	157	429	693	136	129	0	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.19	1.46	3.04	1.19	1.46	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1	1		1
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50	50		50
Trailing Detector (ft)	0	0			0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0			0	0	0	0	0	0		0
Detector 1 Size(ft)	50	50			50	50	50	50	50	50		50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm	Perm		Perm
Protected Phases	3	8			4			2				
Permitted Phases	8					4	2		2	6		6
Detector Phase	3	8			4	4	2	2	2	6		6
Switch Phase												

Lanes, Volumes, Timings
10: Main St & Pleasant St/Court St

07/10/2019

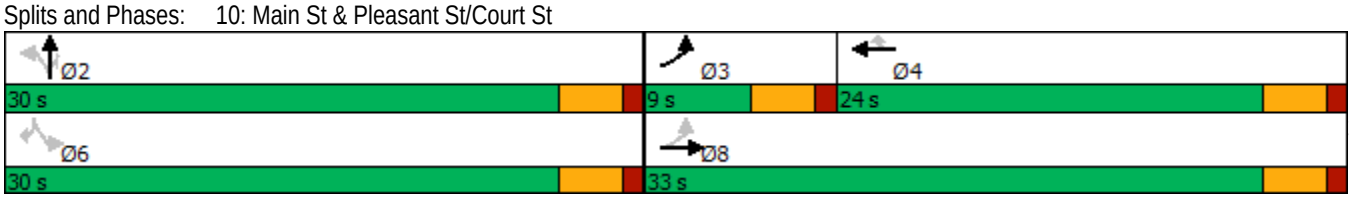
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	11.5			11.5	11.5	14.0	14.0	14.0	14.0		14.0
Minimum Split (s)	9.0	15.5			15.5	15.5	18.0	18.0	18.0	18.0		18.0
Total Split (s)	9.0	33.0			24.0	24.0	30.0	30.0	30.0	30.0		30.0
Total Split (%)	14.3%	52.4%			38.1%	38.1%	47.6%	47.6%	47.6%	47.6%		47.6%
Maximum Green (s)	5.0	29.0			20.0	20.0	26.0	26.0	26.0	26.0		26.0
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	3.5			3.5	3.5	4.0	4.0	4.0	4.0		4.0
Recall Mode	None	None			None	None	Min	Min	Min	Min		Min
Act Effct Green (s)	26.9	26.9			20.0	20.0	27.3	27.3	27.3	27.3		27.3
Actuated g/C Ratio	0.45	0.45			0.33	0.33	0.45	0.45	0.45	0.45		0.45
v/c Ratio	0.47	0.76			0.85	0.32	1.35	0.95	0.23	1.22		0.33
Control Delay	15.6	21.6			37.4	5.2	199.2	44.8	6.3	185.5		3.4
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.6	21.6			37.4	5.2	199.2	44.8	6.3	185.5		3.4
LOS	B	C			D	A	F	D	A	F		A
Approach Delay		20.5			29.1			93.3			67.9	
Approach LOS		C			C			F			E	
Queue Length 50th (ft)	24	155			158	0	~228	~258	11	~65		0
Queue Length 95th (ft)	51	265			#311	35	#383	#471	40	#124		35
Internal Link Dist (ft)		355			640			202			451	
Turn Bay Length (ft)	100								50			75
Base Capacity (vph)	258	815			565	506	318	726	583	106		708
Starvation Cap Reductn	0	0			0	0	0	0	0	0		0
Spillback Cap Reductn	0	0			0	0	0	0	0	0		0
Storage Cap Reductn	0	0			0	0	0	0	0	0		0
Reduced v/c Ratio	0.47	0.67			0.80	0.31	1.35	0.95	0.23	1.22		0.33

Intersection Summary
Area Type: CBD
Cycle Length: 63
Actuated Cycle Length: 60.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 59.8 Intersection LOS: E
Intersection Capacity Utilization 95.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Main St & Pleasant St/Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	0	0	0	0	0	0	993	16	0	0	0
Future Volume (vph)	131	0	0	0	0	0	0	993	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.998				
Flt Protected		0.950										
Satd. Flow (prot)	0	2025	0	0	0	2153	0	4004	0	0	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	2025	0	0	0	2153	0	4004	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		927			744			235			282	
Travel Time (s)		21.1			16.9			5.3			6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	142	0	0	0	0	0	0	1079	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	0	0	0	1096	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

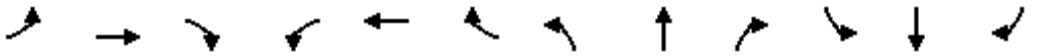
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	0	0	0	0	0	0	993	16	0	0	0
Future Vol, veh/h	131	0	0	0	0	0	0	993	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	142	0	0	0	0	0	0	1079	17	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	540	1096	-	-	-	548	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	540	1096	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	-	-	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	427	215	0	0	0	485	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	496	292	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	427	215	-	-	-	485	-	-	-
Mov Cap-2 Maneuver	427	215	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	496	292	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.6	0	0
HCM LOS	C	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	427	-
HCM Lane V/C Ratio	-	-	0.333	-
HCM Control Delay (s)	-	-	17.6	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.4	-



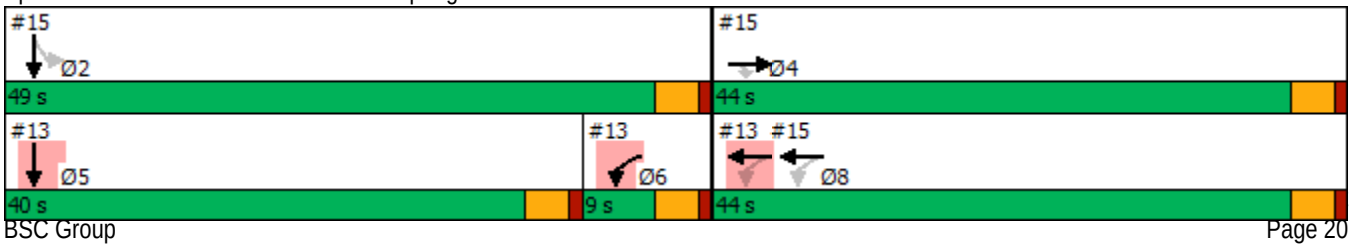
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	213	184	115	0	0	0	0	309	58
Future Volume (vph)	0	0	0	213	184	115	0	0	0	0	309	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.966						0.976	
Flt Protected					0.980							
Satd. Flow (prot)	0	0	0	0	3250	0	0	0	0	0	3295	0
Flt Permitted					0.980							
Satd. Flow (perm)	0	0	0	0	3250	0	0	0	0	0	3295	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			1148			224			489	
Travel Time (s)		10.3			26.1			5.1			11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	1%	2%	0%	0%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	232	200	125	0	0	0	0	336	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	557	0	0	0	0	0	399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2						2	
Detector Template				Left	Thru						Thru	
Leading Detector (ft)				20	100						100	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				20	6						6	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				pm+pt	NA						NA	
Protected Phases				6	8						5	
Permitted Phases				8								
Detector Phase				6	8						5	

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	10.0						10.0	
Minimum Split (s)				9.0	14.0						14.0	
Total Split (s)				9.0	44.0						40.0	
Total Split (%)				9.7%	47.3%						43.0%	
Maximum Green (s)				5.0	40.0						36.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.0						4.0	
Lead/Lag				Lag							Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				0.2	4.5						1.5	
Recall Mode				None	None						Min	
Act Effct Green (s)					40.1						16.1	
Actuated g/C Ratio					0.62						0.25	
v/c Ratio					0.27						0.48	
Control Delay					6.4						22.4	
Queue Delay					0.0						0.0	
Total Delay					6.4						22.4	
LOS					A						C	
Approach Delay					6.4						22.4	
Approach LOS					A						C	
Queue Length 50th (ft)					44						70	
Queue Length 95th (ft)					82						106	
Internal Link Dist (ft)		373			1068			144			409	
Turn Bay Length (ft)												
Base Capacity (vph)					2030						1853	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						52	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.27						0.22	

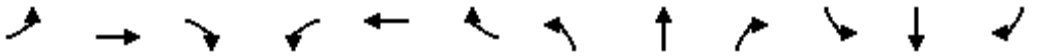
Intersection Summary
Area Type: Other
Cycle Length: 93
Actuated Cycle Length: 64.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 32.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: Warren Ave & Spring St



Lane Group	Ø2	Ø4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	14.0	14.0
Total Split (s)	49.0	44.0
Total Split (%)	53%	47%
Maximum Green (s)	45.0	40.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	4.5
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



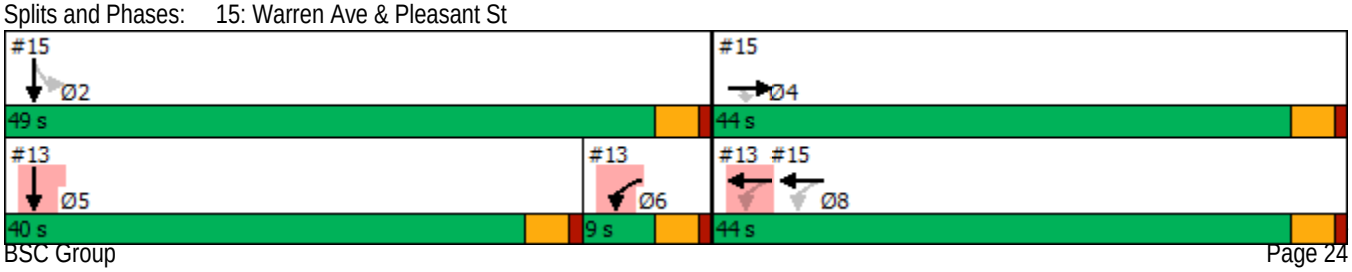
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	642	325	284	721	0	0	0	0	51	542	2
Future Volume (vph)	0	642	325	284	721	0	0	0	0	51	542	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	14	14
Storage Length (ft)	0		100	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt			0.850									
Flt Protected				0.950							0.996	
Satd. Flow (prot)	0	1676	1384	1608	1676	0	0	0	0	0	3349	0
Flt Permitted				0.304							0.996	
Satd. Flow (perm)	0	1676	1384	515	1676	0	0	0	0	0	3349	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			175									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			585			386			224	
Travel Time (s)		12.0			13.3			8.8			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	5%	1%	2%	0%	0%	0%	0%	4%	3%	0%
Adj. Flow (vph)	0	669	339	287	728	0	0	0	0	55	589	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	669	339	287	728	0	0	0	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		50	50	50	50					50	50	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Detector Phase		4	4	8	8					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					14.0	14.0	
Total Split (s)		44.0	44.0	44.0	44.0					49.0	49.0	
Total Split (%)		47.3%	47.3%	47.3%	47.3%					52.7%	52.7%	
Maximum Green (s)		40.0	40.0	40.0	40.0					45.0	45.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0						-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0						3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		4.5	4.5	4.5	4.5					1.5	1.5	
Recall Mode		None	None	None	None					Min	Min	
Act Effct Green (s)		41.1	41.1	41.1	41.1						17.1	
Actuated g/C Ratio		0.64	0.64	0.64	0.64						0.27	
v/c Ratio		0.62	0.36	0.87	0.68						0.73	
Control Delay		10.9	4.1	42.0	12.3						19.8	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		10.9	4.1	42.0	12.3						19.8	
LOS		B	A	D	B						B	
Approach Delay		8.7			20.7						19.8	
Approach LOS		A			C						B	
Queue Length 50th (ft)		132	22	77	152						71	
Queue Length 95th (ft)		283	67	#259	332						102	
Internal Link Dist (ft)		448			505			306			144	
Turn Bay Length (ft)			100	100								
Base Capacity (vph)		1073	949	329	1073						2406	
Starvation Cap Reductn		0	0	0	0						103	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.62	0.36	0.87	0.68						0.28	

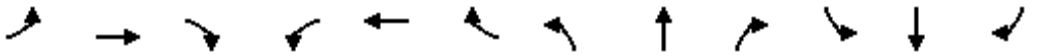
Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 64.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Warren Ave & Pleasant St



Lane Group	Ø5	Ø6
Minimum Split (s)	14.0	9.0
Total Split (s)	40.0	9.0
Total Split (%)	43%	10%
Maximum Green (s)	36.0	5.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	1.5	0.2
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

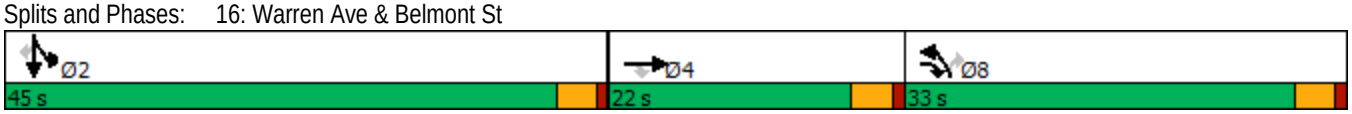


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	741	109	0	0	0	149	0	230	264	494	473
Future Volume (vph)	0	741	109	0	0	0	149	0	230	264	494	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Storage Length (ft)	0		100	0		0	0		100	0		100
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1391
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1653	1405	0	0	0	1516	0	1357	1570	1653	1391
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			55						250	230		297
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	805	118	0	0	0	162	0	250	267	499	478
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	805	118	0	0	0	162	0	250	267	499	478
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.25	1.25	1.25	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1				1		1	1	1	1
Detector Template												
Leading Detector (ft)		50	50				50		50	50	50	50
Trailing Detector (ft)		0	0				0		0	0	0	0
Detector 1 Position(ft)		0	0				0		0	0	0	0
Detector 1 Size(ft)		50	50				50		50	50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Turn Type		NA	pm+ov				Prot		Perm	Split	NA	Perm
Protected Phases		4	8				8			2	2	
Permitted Phases			4						8			2
Detector Phase		4	8				8		8	2	2	2
Switch Phase												
Minimum Initial (s)		5.0	10.0				10.0		10.0	10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		9.0	14.0				14.0		14.0	14.0	14.0	14.0
Total Split (s)		22.0	33.0				33.0		33.0	45.0	45.0	45.0
Total Split (%)		22.0%	33.0%				33.0%		33.0%	45.0%	45.0%	45.0%
Maximum Green (s)		18.0	29.0				29.0		29.0	41.0	41.0	41.0
Yellow Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
All-Red Time (s)		1.0	1.0				1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0				-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		3.0	3.0				3.0		3.0	3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	4.5				4.5		4.5	4.5	4.5	4.5
Recall Mode		None	Min				Min		Min	Min	Min	Min
Act Effct Green (s)		19.5	40.2				17.6		17.6	34.3	34.3	34.3
Actuated g/C Ratio		0.24	0.50				0.22		0.22	0.43	0.43	0.43
v/c Ratio		2.01	0.16				0.49		0.51	0.33	0.71	0.63
Control Delay		486.6	8.1				34.4		7.9	4.7	26.0	10.9
Queue Delay		0.0	0.0				0.0		0.0	0.0	0.0	0.0
Total Delay		486.6	8.1				34.4		7.9	4.7	26.0	10.9
LOS		F	A				C		A	A	C	B
Approach Delay		425.4						18.3			15.6	
Approach LOS		F						B			B	
Queue Length 50th (ft)		~686	18				76		0	10	197	57
Queue Length 95th (ft)		#1049	49				140		58	59	361	180
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)			100						100			100
Base Capacity (vph)		400	949				579		673	947	884	882
Starvation Cap Reductn		0	0				0		0	0	0	0
Spillback Cap Reductn		0	0				0		0	0	0	0
Storage Cap Reductn		0	0				0		0	0	0	0
Reduced v/c Ratio		2.01	0.12				0.28		0.37	0.28	0.56	0.54

Intersection Summary
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 80.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 2.01
Intersection Signal Delay: 162.7 Intersection LOS: F
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Warren Ave & Belmont St



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	2	0	103	4	3	66	80	2	3	3	841	4
Future Volume (vph)	2	0	103	4	3	66	80	2	3	3	841	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867				0.929			0.949		0.999	
Flt Protected		0.999				0.998			0.970			
Satd. Flow (prot)	0	1701	0	0	0	1786	0	0	1691	0	2047	0
Flt Permitted		0.999				0.998			0.970			
Satd. Flow (perm)	0	1701	0	0	0	1786	0	0	1691	0	2047	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		740				453			384		1235	
Travel Time (s)		16.8				10.3			8.7		28.1	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	2	0	112	4	3	70	85	2	3	3	914	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	0	162	0	0	8	0	918	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 109.5% ICU Level of Service H
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	2	52	748
Future Volume (vph)	2	52	748
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2046
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2046
Link Speed (mph)			30
Link Distance (ft)			528
Travel Time (s)			12.0
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	2	56	804
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	862
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	797	96	0	0	0	7	324	94	119	595	73
Future Volume (vph)	136	797	96	0	0	0	7	324	94	119	595	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	10	10	10
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986						0.970				0.850
Flt Protected		0.993						0.999			0.992	
Satd. Flow (prot)	0	3023	0	0	0	0	0	1632	0	0	1570	1233
Flt Permitted		0.993						0.989			0.856	
Satd. Flow (perm)	0	3023	0	0	0	0	0	1616	0	0	1355	1233
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			2546			413	
Travel Time (s)		19.5			11.0			57.9			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	1%	10%
Adj. Flow (vph)	148	866	104	0	0	0	8	352	102	129	647	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1118	0	0	0	0	0	462	0	0	776	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	50
Trailing Detector (ft)	0	0					0	0		0	0	0
Detector 1 Position(ft)	0	0					0	0		0	0	0
Detector 1 Size(ft)	50	50					50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA					Perm	NA		pm+pt	NA	Perm
Protected Phases	8	8						6		5	2	
Permitted Phases							6			2		2
Detector Phase	8	8					6	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.5	5.5					5.5	5.5		5.5	5.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	9.5					9.5	9.5		9.5	9.5	9.5
Total Split (s)	24.0	24.0					26.0	26.0		26.0	52.0	52.0
Total Split (%)	31.6%	31.6%					34.2%	34.2%		34.2%	68.4%	68.4%
Maximum Green (s)	20.0	20.0					22.0	22.0		22.0	48.0	48.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0						-1.0			-1.0	-1.0
Total Lost Time (s)		3.0						3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		0.5	0.5	0.5
Recall Mode	None	None					Min	Min		None	Min	Min
Act Effct Green (s)		21.1						46.1			46.1	46.1
Actuated g/C Ratio		0.29						0.63			0.63	0.63
v/c Ratio		1.28						0.45			0.91	0.10
Control Delay		163.3						8.6			29.2	5.5
Queue Delay		0.0						0.0			5.7	0.0
Total Delay		163.3						8.6			34.9	5.5
LOS		F						A			C	A
Approach Delay		163.3						8.6			32.2	
Approach LOS		F						A			C	
Queue Length 50th (ft)		~368						95			265	12
Queue Length 95th (ft)		#489						153			#546	27
Internal Link Dist (ft)		776			406			2466			333	
Turn Bay Length (ft)												100
Base Capacity (vph)		871						1016			911	828
Starvation Cap Reductn		0						0			94	0
Spillback Cap Reductn		0						0			0	0
Storage Cap Reductn		0						0			0	0
Reduced v/c Ratio		1.28						0.45			0.95	0.10

Intersection Summary
Area Type: CBD
Cycle Length: 76
Actuated Cycle Length: 73.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 87.9 Intersection LOS: F
Intersection Capacity Utilization 110.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

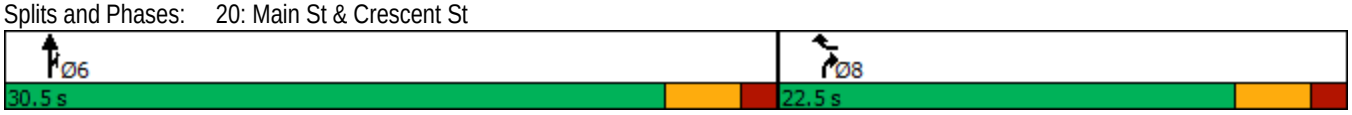
Splits and Phases: 19: Montello St. & Crescent St

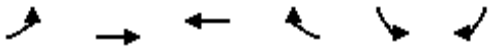
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	140	850	624	0	0
Future Volume (vph)	0	140	850	624	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1676	3185	1439	0	0
Flt Permitted						
Satd. Flow (perm)	0	1676	3185	1439	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		107				
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.95	0.95	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	0	152	895	657	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	152	895	657	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	0.97	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	1	1		
Detector Template						
Leading Detector (ft)		50	50	50		
Trailing Detector (ft)		0	0	0		
Detector 1 Position(ft)		0	0	0		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	NA	custom		
Protected Phases		8	6	8 6		
Permitted Phases		8				
Detector Phase		8	6	8 6		
Switch Phase						
Minimum Initial (s)		8.0	8.0			
Minimum Split (s)		12.5	12.5			
Total Split (s)		22.5	30.5			
Total Split (%)		42.5%	57.5%			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)		18.0	26.0			
Yellow Time (s)		3.0	3.0			
All-Red Time (s)		1.5	1.5			
Lost Time Adjust (s)		-1.0	-1.0			
Total Lost Time (s)		3.5	3.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.5	3.0			
Recall Mode		None	Min			
Act Effct Green (s)		10.0	20.2	37.4		
Actuated g/C Ratio		0.27	0.54	1.00		
v/c Ratio		0.29	0.52	0.46		
Control Delay		7.4	6.6	1.0		
Queue Delay		0.0	0.1	0.0		
Total Delay		7.4	6.7	1.0		
LOS		A	A	A		
Approach Delay	7.4		4.3			
Approach LOS	A		A			
Queue Length 50th (ft)		7	45	0		
Queue Length 95th (ft)		42	93	0		
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)						
Base Capacity (vph)		927	2367	1427		
Starvation Cap Reductn		0	497	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.16	0.48	0.46		

Intersection Summary
Area Type: CBD
Cycle Length: 53
Actuated Cycle Length: 37.4
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 4.6 Intersection LOS: A
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Main St & Crescent St

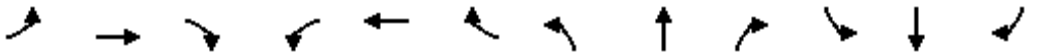




Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1254	0	810	0	0
Future Volume (vph)	0	1254	0	810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	1292		340	
Travel Time (s)		5.0	29.4		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1393	0	900	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1393	0	900	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.0% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	500	362	178	456	0	405	0	168	0	0	0
Future Volume (vph)	0	500	362	178	456	0	405	0	168	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	14	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1855	0	1558	1949	0	1668	1425	0	0	1900	0
Flt Permitted				0.173			0.757					
Satd. Flow (perm)	0	1855	0	284	1949	0	1329	1425	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90						404				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	3%	12%	4%	0%	1%	0%	2%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	521	377	191	490	0	440	0	183	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	898	0	191	490	0	440	183	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	0.92	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		Perm	NA		Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	64.0	64.0		64.0	64.0		26.0	26.0		26.0	26.0	
Total Split (%)	71.1%	71.1%		71.1%	71.1%		28.9%	28.9%		28.9%	28.9%	
Maximum Green (s)	60.0	60.0		60.0	60.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		55.0		55.0	55.0		23.4	23.4				
Actuated g/C Ratio		0.65		0.65	0.65		0.28	0.28				
v/c Ratio		0.73		1.04	0.39		1.20	0.27				
Control Delay		12.3		96.5	7.6		144.2	1.0				
Queue Delay		2.0		0.0	0.0		0.0	0.0				
Total Delay		14.4		96.5	7.6		144.2	1.0				
LOS		B		F	A		F	A				
Approach Delay		14.4			32.5			102.1				
Approach LOS		B			C			F				
Queue Length 50th (ft)		243		93	105		~323	0				
Queue Length 95th (ft)		379		#136	156		#505	0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							150					
Base Capacity (vph)		1386		208	1431		368	686				
Starvation Cap Reductn		328		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.85		0.92	0.34		1.20	0.27				

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.5
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 44.8 Intersection LOS: D
Intersection Capacity Utilization 104.9% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

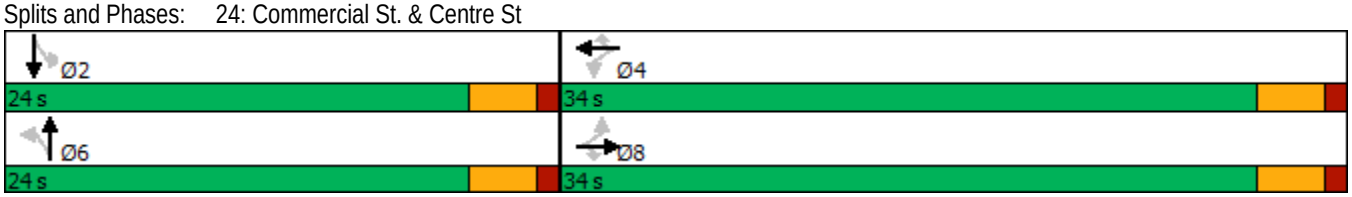
Splits and Phases: 23: Commercial St. & Court St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	360	134	81	364	101	51	428	136	98	399	59
Future Volume (vph)	47	360	134	81	364	101	51	428	136	98	399	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	0		150	0		0	0		0	150		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.981	
Flt Protected		0.994			0.991			0.996		0.950		
Satd. Flow (prot)	0	1752	1531	0	1823	1652	0	2011	0	1668	2026	0
Flt Permitted		0.886			0.789			0.937		0.323		
Satd. Flow (perm)	0	1561	1531	0	1451	1652	0	1892	0	567	2026	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			110		28			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	29%	1%	2%	10%	6%	1%	0%	4%	3%	1%	4%	6%
Adj. Flow (vph)	51	391	146	88	396	110	55	465	148	104	424	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	146	0	484	110	0	668	0	104	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Detector Phase	8	8	8	4	4	4	6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0		8.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	24.0	24.0		24.0	24.0	
Total Split (%)	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	41.4%	41.4%		41.4%	41.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		19.3	19.3		19.3	19.3		21.4		21.4	21.4	
Actuated g/C Ratio		0.41	0.41		0.41	0.41		0.46		0.46	0.46	
v/c Ratio		0.69	0.20		0.81	0.15		0.76		0.40	0.52	
Control Delay		16.9	2.4		23.3	2.4		20.9		17.6	13.2	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		16.9	2.4		23.3	2.4		20.9		17.6	13.2	
LOS		B	A		C	A		C		B	B	
Approach Delay		13.3			19.4			20.9			14.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		90	0		106	0		128		17	81	
Queue Length 95th (ft)		160	20		194	17		#409		#77	221	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)			150							150		
Base Capacity (vph)		1053	1080		979	1150		880		259	933	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.42	0.14		0.49	0.10		0.76		0.40	0.52	

Intersection Summary
Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 46.8
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Commercial St. & Centre St

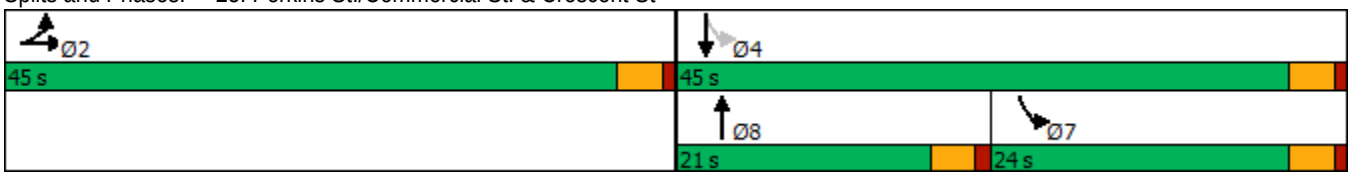


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	859	24	0	0	0	0	193	60	335	244	0
Future Volume (vph)	152	859	24	0	0	0	0	193	60	335	244	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.968				
Flt Protected		0.993									0.972	
Satd. Flow (prot)	0	3502	0	0	0	0	0	1735	0	0	2007	0
Flt Permitted		0.993									0.617	
Satd. Flow (perm)	0	3502	0	0	0	0	0	1735	0	0	1274	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	0%	0%	0%	0%	6%	6%	3%	6%	0%
Adj. Flow (vph)	165	934	26	0	0	0	0	205	64	364	265	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1125	0	0	0	0	0	269	0	0	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0						6.0		3.0	6.0	
Minimum Split (s)	20.0	20.0						20.0		7.0	20.0	
Total Split (s)	45.0	45.0						21.0		24.0	45.0	
Total Split (%)	50.0%	50.0%						23.3%		26.7%	50.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	41.0	41.0						17.0		20.0	41.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		None	Min	
Act Effct Green (s)		32.4						42.2			42.2	
Actuated g/C Ratio		0.40						0.52			0.52	
v/c Ratio		0.80						0.30			0.94	
Control Delay		25.9						13.4			45.8	
Queue Delay		0.1						0.0			45.0	
Total Delay		26.0						13.4			90.8	
LOS		C						B			F	
Approach Delay		26.0						13.4			90.8	
Approach LOS		C						B			F	
Queue Length 50th (ft)		254						71			279	
Queue Length 95th (ft)		327						150			#602	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1833						908			666	
Starvation Cap Reductn		71						0			174	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.64						0.30			1.28	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Perkins St./Commercial St. & Crescent St

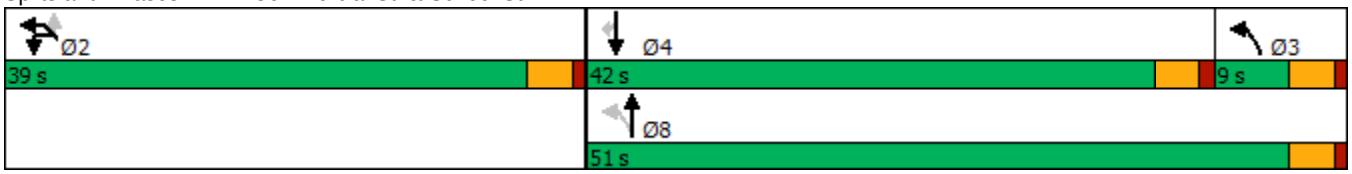


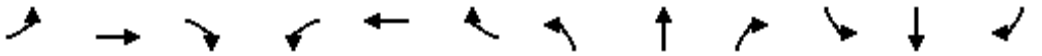
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	24	323	0	0	543	99	40	480	290
Future Volume (vph)	0	0	24	323	0	0	543	99	40	480	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		0		0	150
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	2046	2071	0	0	1766	1459	0	3321	1583
Flt Permitted			0.261							0.950	
Satd. Flow (perm)	0	0	562	2071	0	0	1766	1459	0	3321	1583
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								108			315
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	4%	7%	13%	1%	2%
Adj. Flow (vph)	0	0	26	351	0	0	590	108	43	522	315
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	26	351	0	0	590	108	0	565	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			3.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			7.0	20.0			20.0	20.0	20.0	20.0	20.0
Total Split (s)			9.0	51.0			42.0	42.0	39.0	39.0	39.0
Total Split (%)			10.0%	56.7%			46.7%	46.7%	43.3%	43.3%	43.3%
Maximum Green (s)			5.0	47.0			38.0	38.0	35.0	35.0	35.0
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lag				Lead	Lead			
Lead-Lag Optimize?											
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	Min			Min	Min	None	None	None
Act Effct Green (s)			32.1	26.8			24.3	24.3		17.7	17.7
Actuated g/C Ratio			0.62	0.52			0.47	0.47		0.34	0.34
v/c Ratio			0.05	0.33			0.71	0.14		0.49	0.42
Control Delay			6.1	7.9			17.8	3.2		17.3	4.6
Queue Delay			0.0	0.1			0.0	0.0		0.0	0.0
Total Delay			6.1	8.0			17.8	3.2		17.3	4.6
LOS			A	A			B	A		B	A
Approach Delay				7.8			15.5			12.8	
Approach LOS				A			B			B	
Queue Length 50th (ft)			1	47			99	0		52	0
Queue Length 95th (ft)			14	120			334	24		164	53
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)											150
Base Capacity (vph)			550	1779			1395	1175		2516	1276
Starvation Cap Reductn			0	537			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.05	0.28			0.42	0.09		0.22	0.25

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 51.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Commercial St. & School St.



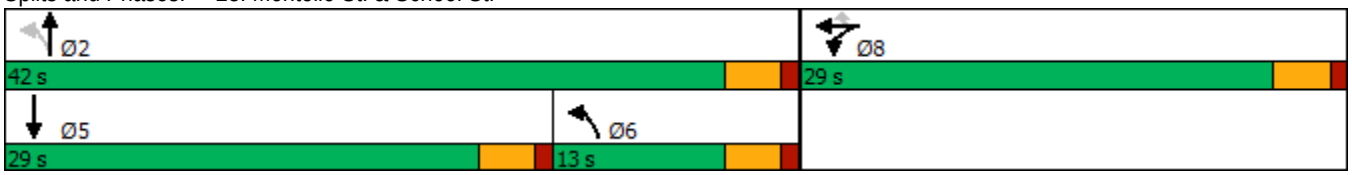


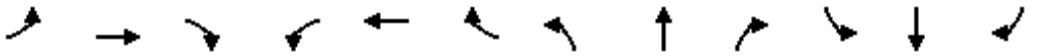
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	438	65	32	418	0	0	674	5
Future Volume (vph)	0	0	0	114	438	65	32	418	0	0	674	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	10	10	10	12	12	12	12
Storage Length (ft)	0		0	100		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.999	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1562	1580	1330	1458	1580	0	0	1675	0
Flt Permitted				0.950			0.162					
Satd. Flow (perm)	0	0	0	1562	1580	1330	249	1580	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						77						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	1%	2%	4%	1%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	124	476	71	35	454	0	0	688	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	124	476	71	35	454	0	0	693	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				8	8		6	2			5	
Permitted Phases						8	2					
Detector Phase				8	8	8	6	2			5	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	4.5	14.5			14.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				14.0	14.0	14.0	8.5	18.5			18.5	
Total Split (s)				29.0	29.0	29.0	13.0	42.0			29.0	
Total Split (%)				40.8%	40.8%	40.8%	18.3%	59.2%			40.8%	
Maximum Green (s)				25.0	25.0	25.0	9.0	38.0			25.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	1.5	4.5			4.5	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				21.4	21.4	21.4	33.3	29.5			26.6	
Actuated g/C Ratio				0.38	0.38	0.38	0.58	0.52			0.47	
v/c Ratio				0.21	0.81	0.13	0.13	0.56			0.89	
Control Delay				13.8	29.0	4.1	10.7	13.3			34.5	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				13.8	29.0	4.1	10.7	13.3			34.5	
LOS				B	C	A	B	B			C	
Approach Delay					23.6			13.1			34.5	
Approach LOS					C			B			C	
Queue Length 50th (ft)				24	123	0	3	99			184	
Queue Length 95th (ft)				66	#312	20	18	195			#509	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				100			150					
Base Capacity (vph)				728	736	661	381	1104			780	
Starvation Cap Reductn				0	0	0	0	23			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.17	0.65	0.11	0.09	0.42			0.89	

Intersection Summary
Area Type: CBD
Cycle Length: 71
Actuated Cycle Length: 57
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Montello St. & School St.



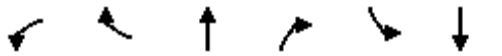


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	440	187	143	1000	0	0	0	0
Future Volume (vph)	0	0	0	0	440	187	143	1000	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	10	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850						
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	1693	1292	0	3624	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	0	0	0	1693	1292	0	3624	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						77		47				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	1%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	478	203	151	1053	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	478	203	0	1204	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.25	0.97	0.97	0.97	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1	1	1	1				
Detector Template												
Leading Detector (ft)					50	50	50	50				
Trailing Detector (ft)					0	0	0	0				
Detector 1 Position(ft)					0	0	0	0				
Detector 1 Size(ft)					50	50	50	50				
Detector 1 Type					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0	0.0	0.0	0.0				
Detector 1 Queue (s)					0.0	0.0	0.0	0.0				
Detector 1 Delay (s)					0.0	0.0	0.0	0.0				
Turn Type					NA	Prot	Split	NA				
Protected Phases					8	8	6	6				
Permitted Phases												
Detector Phase					8	8	6	6				
Switch Phase												
Minimum Initial (s)					6.5	6.5	6.5	6.5				
Minimum Split (s)					10.5	10.5	9.5	9.5				
Total Split (s)					22.0	22.0	29.0	29.0				
Total Split (%)					43.1%	43.1%	56.9%	56.9%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					18.0	18.0	26.0	26.0				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	0.0	0.0				
Lost Time Adjust (s)					-1.0	-1.0		-1.0				
Total Lost Time (s)					3.0	3.0		2.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.5	1.5	1.5	1.5				
Recall Mode					None	None	Min	Min				
Act Effct Green (s)					15.3	15.3		18.5				
Actuated g/C Ratio					0.39	0.39		0.47				
v/c Ratio					0.72	0.37		0.69				
Control Delay					19.8	8.7		10.4				
Queue Delay					0.0	0.0		0.0				
Total Delay					19.8	8.7		10.4				
LOS					B	A		B				
Approach Delay					16.5			10.4				
Approach LOS					B			B				
Queue Length 50th (ft)					84	18		98				
Queue Length 95th (ft)					#253	67		165				
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					875	705		2611				
Starvation Cap Reductn					0	0		95				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.55	0.29		0.48				

Intersection Summary
Area Type: CBD
Cycle Length: 51
Actuated Cycle Length: 39.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 30: Main St & Frederick Douglass Ave/School St.

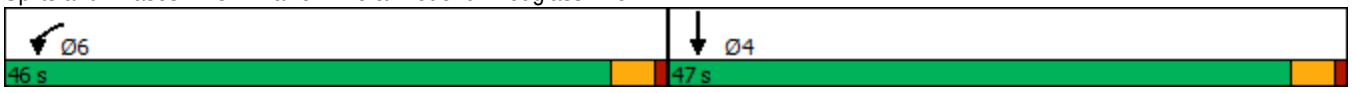


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	567	0	0	0	0	1246
Future Volume (vph)	567	0	0	0	0	1246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	2829	0	0	0	0	3504
Flt Permitted	0.950					
Satd. Flow (perm)	2829	0	0	0	0	3504
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	43					
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	616	0	0	0	0	1354
Shared Lane Traffic (%)						
Lane Group Flow (vph)	616	0	0	0	0	1354
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.28	1.14	1.14	1.14	1.01	1.01
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1					1
Detector Template						
Leading Detector (ft)	50					50
Trailing Detector (ft)	0					0
Detector 1 Position(ft)	0					0
Detector 1 Size(ft)	50					50
Detector 1 Type	Cl+Ex					Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0					0.0
Detector 1 Queue (s)	0.0					0.0
Detector 1 Delay (s)	0.0					0.0
Turn Type	Prot					NA
Protected Phases	6					4
Permitted Phases						
Detector Phase	6					4
Switch Phase						
Minimum Initial (s)	8.0					12.0
Minimum Split (s)	12.0					16.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (s)	46.0					47.0
Total Split (%)	49.5%					50.5%
Maximum Green (s)	42.0					43.0
Yellow Time (s)	3.0					3.0
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	-1.0					-1.0
Total Lost Time (s)	3.0					3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0					4.5
Recall Mode	None					Min
Act Effct Green (s)	19.4					35.9
Actuated g/C Ratio	0.31					0.58
v/c Ratio	0.67					0.66
Control Delay	22.0					11.0
Queue Delay	0.0					0.3
Total Delay	22.0					11.3
LOS	C					B
Approach Delay	22.0					11.3
Approach LOS	C					B
Queue Length 50th (ft)	95					155
Queue Length 95th (ft)	167					286
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)						
Base Capacity (vph)	2072					2595
Starvation Cap Reductn	0					567
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.30					0.67

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 61.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 109.3% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave

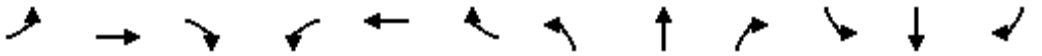


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	336	0	0	0	0	0	941	8	0	0	0
Future Volume (vph)	206	336	0	0	0	0	0	941	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	13	13	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.999				
Flt Protected	0.950											
Satd. Flow (prot)	1593	1693	0	0	0	0	0	3067	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1593	1693	0	0	0	0	0	3067	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	0%	1%	17%	0%	0%	0%
Parking (#/hr)								10	10			
Adj. Flow (vph)	224	365	0	0	0	0	0	1023	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	365	0	0	0	0	0	1032	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.10	1.21	1.10	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Split	NA						NA				
Protected Phases	8	8						2				
Permitted Phases												
Detector Phase	8	8						2				
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.5	6.5						6.5				
Minimum Split (s)	10.5	10.5						10.5				
Total Split (s)	26.0	26.0						30.0				
Total Split (%)	46.4%	46.4%						53.6%				
Maximum Green (s)	22.0	22.0						26.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-1.0	-1.0						-1.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5						1.5				
Recall Mode	None	None						Min				
Act Effct Green (s)	14.1	14.1						18.3				
Actuated g/C Ratio	0.36	0.36						0.47				
v/c Ratio	0.39	0.59						0.72				
Control Delay	12.4	15.5						12.2				
Queue Delay	0.0	0.0						0.0				
Total Delay	12.4	15.5						12.2				
LOS	B	B						B				
Approach Delay		14.3						12.2				
Approach LOS		B						B				
Queue Length 50th (ft)	33	60						77				
Queue Length 95th (ft)	93	155						192				
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)	100											
Base Capacity (vph)	1026	1091						2244				
Starvation Cap Reductn	0	0						35				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.22	0.33						0.47				

Intersection Summary
Area Type: CBD
Cycle Length: 56
Actuated Cycle Length: 39
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 132.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	364	71	0	0	0	0	0	0	146	986	620
Future Volume (vph)	0	364	71	0	0	0	0	0	0	146	986	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978										0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	1659	0	0	0	0	0	0	0	1501	1580	1343
Flt Permitted										0.950		
Satd. Flow (perm)	0	1659	0	0	0	0	0	0	0	1501	1580	1343
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		11								157		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	0	387	76	0	0	0	0	0	0	157	1060	667
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	0	0	0	0	0	0	0	157	1060	667
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1								1	1	1
Detector Template												
Leading Detector (ft)		50								50	50	50
Trailing Detector (ft)		0								0	0	0
Detector 1 Position(ft)		0								0	0	0
Detector 1 Size(ft)		50								50	50	50
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	0.0
Detector 1 Queue (s)		0.0								0.0	0.0	0.0
Detector 1 Delay (s)		0.0								0.0	0.0	0.0
Turn Type		NA								Split	NA	custom
Protected Phases		2								4	4	2
Permitted Phases												4
Detector Phase		2								4	4	2
Switch Phase												
Minimum Initial (s)		8.0								10.0	10.0	8.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		12.0								14.0	14.0	12.0
Total Split (s)		34.0								59.0	59.0	34.0
Total Split (%)		36.6%								63.4%	63.4%	36.6%
Maximum Green (s)		30.0								55.0	55.0	30.0
Yellow Time (s)		3.0								3.0	3.0	3.0
All-Red Time (s)		1.0								1.0	1.0	1.0
Lost Time Adjust (s)		-1.0								-1.0	-1.0	-1.0
Total Lost Time (s)		3.0								3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								4.5	4.5	2.0
Recall Mode		None								Min	Min	None
Act Effct Green (s)		28.0								56.1	56.1	90.1
Actuated g/C Ratio		0.31								0.62	0.62	1.00
v/c Ratio		0.89								0.16	1.08	0.50
Control Delay		49.1								1.8	72.4	1.3
Queue Delay		0.0								0.0	9.5	0.0
Total Delay		49.1								1.8	81.9	1.3
LOS		D								A	F	A
Approach Delay		49.1									46.7	
Approach LOS		D									D	
Queue Length 50th (ft)		243								0	~723	0
Queue Length 95th (ft)		#411								23	#963	0
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		579								994	983	1343
Starvation Cap Reductn		0								0	133	0
Spillback Cap Reductn		0								0	0	0
Storage Cap Reductn		0								0	0	0
Reduced v/c Ratio		0.80								0.16	1.25	0.50

Intersection Summary
Area Type: CBD
Cycle Length: 93
Actuated Cycle Length: 90.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 47.2 Intersection LOS: D
Intersection Capacity Utilization 90.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: Warren Ave & West Elm St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	107	47	451	691	43
Future Volume (vph)	33	107	47	451	691	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.992	
Flt Protected	0.988			0.995		
Satd. Flow (prot)	1908	0	0	1998	1973	0
Flt Permitted	0.988			0.995		
Satd. Flow (perm)	1908	0	0	1998	1973	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	744			238	300	
Travel Time (s)	16.9			5.4	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	36	116	51	490	751	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	541	798	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

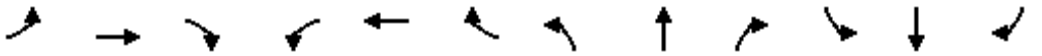
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	107	47	451	691	43
Future Vol, veh/h	33	107	47	451	691	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	36	116	51	490	751	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	775	798	0	-	0
Stage 1	775	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	164	401	833	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	401	833	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.7	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	833	-	288	-	-
HCM Lane V/C Ratio	0.061	-	0.528	-	-
HCM Control Delay (s)	9.6	0	30.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.9	-	-

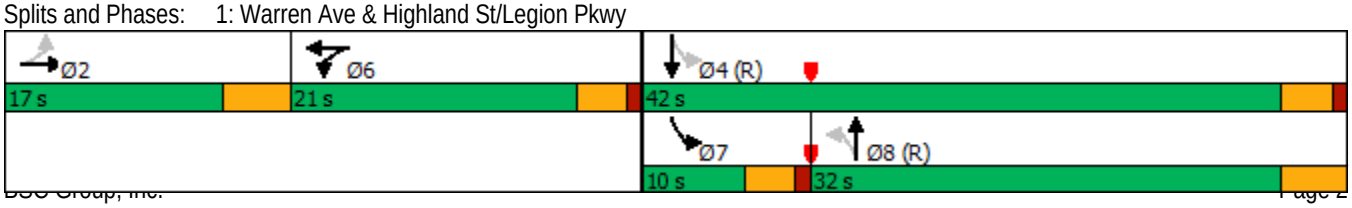


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	75	16	333	88	56	15	256	29	153	315	5
Future Volume (vph)	16	75	16	333	88	56	15	256	29	153	315	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	13	16	16	11	11	11	11	11	11
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.942			0.987			0.999	
Flt Protected		0.993		0.950				0.998			0.984	
Satd. Flow (prot)	0	1740	0	1646	1790	0	0	1596	0	0	1593	0
Flt Permitted		0.381		0.950				0.972			0.760	
Satd. Flow (perm)	0	668	0	1646	1790	0	0	1555	0	0	1230	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		9										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			239	
Travel Time (s)		8.5			19.7			7.8			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10						
Adj. Flow (vph)	17	82	17	362	96	61	16	278	32	166	342	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	0	362	157	0	0	326	0	0	513	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.05	1.14	1.10	0.97	0.97	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases		2		6	6			8		7	4	
Permitted Phases	2						8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	17.0	17.0		21.0	21.0		32.0	32.0		10.0	42.0	
Total Split (%)	21.3%	21.3%		26.3%	26.3%		40.0%	40.0%		12.5%	52.5%	
Maximum Green (s)	13.0	13.0		17.0	17.0		28.0	28.0		6.0	38.0	
Yellow Time (s)	4.0	4.0		3.0	3.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	0.0	0.0		1.0	1.0		0.0	0.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0			3.0			3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		14.7		18.1	18.1			38.2			38.2	
Actuated g/C Ratio		0.18		0.23	0.23			0.48			0.48	
v/c Ratio		0.90		0.97	0.39			0.44			0.87	
Control Delay		90.3		65.1	34.6			21.4			31.1	
Queue Delay		0.0		13.0	0.0			2.2			0.0	
Total Delay		90.3		78.1	34.6			23.6			31.1	
LOS		F		E	C			C			C	
Approach Delay		90.3			65.0			23.6			31.1	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)		54		197	77			165			150	
Queue Length 95th (ft)		#157		m#245	m85			240			m#339	
Internal Link Dist (ft)		294			788			265			159	
Turn Bay Length (ft)				100								
Base Capacity (vph)		129		372	404			743			599	
Starvation Cap Reductn		0		0	0			282			0	
Spillback Cap Reductn		0		19	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.90		1.03	0.39			0.71			0.86	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 69 (86%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			170	160	
Travel Time (s)	16.6			3.9	3.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	0
Stage 1	1022	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	239	35	93	418	71	23	410	57	125	239	77
Future Volume (vph)	27	239	35	93	418	71	23	410	57	125	239	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.983			0.984			0.963	
Flt Protected		0.996			0.992			0.998		0.950		
Satd. Flow (prot)	0	1515	0	0	1645	0	0	1606	0	1525	1542	0
Flt Permitted		0.936			0.890			0.975		0.293		
Satd. Flow (perm)	0	1424	0	0	1476	0	0	1569	0	470	1542	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			208	
Travel Time (s)		17.5			10.8			14.3			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	7%	8%	11%	7%	11%	0%	5%	3%	3%	8%	3%
Adj. Flow (vph)	29	260	38	99	445	76	25	446	62	136	260	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	0	0	620	0	0	533	0	136	344	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.05	1.05	1.05	1.14	1.14	1.14	1.19	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

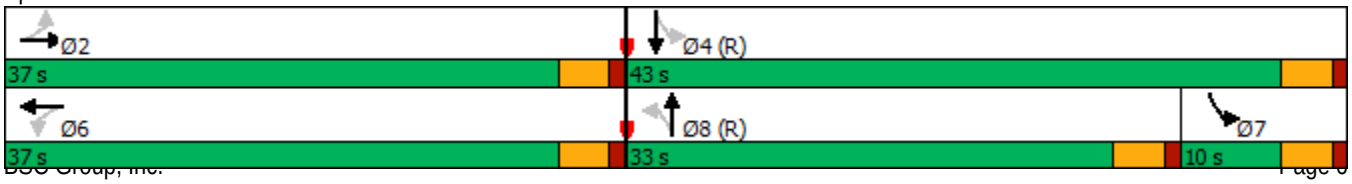
Lanes, Volumes, Timings
3: Montello St. & Centre St

01/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	37.0	37.0		37.0	37.0		33.0	33.0		10.0	43.0	
Total Split (%)	46.3%	46.3%		46.3%	46.3%		41.3%	41.3%		12.5%	53.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		29.0	29.0		6.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		34.8			34.8			29.2		39.2	39.2	
Actuated g/C Ratio		0.44			0.44			0.36		0.49	0.49	
v/c Ratio		0.53			0.97			0.93		0.42	0.46	
Control Delay		18.5			53.3			40.7		20.3	15.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		18.5			53.3			40.7		20.3	15.6	
LOS		B			D			D		C	B	
Approach Delay		18.5			53.3			40.7			16.9	
Approach LOS		B			D			D			B	
Queue Length 50th (ft)		115			297			42		35	105	
Queue Length 95th (ft)		m162			#520			#421		67	172	
Internal Link Dist (ft)		689			393			549			128	
Turn Bay Length (ft)										100		
Base Capacity (vph)		618			641			588		322	771	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.53			0.97			0.91		0.42	0.45	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 114.7% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Montello St. & Centre St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	1801	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1801	0	1801	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	730		150			161
Travel Time (s)	16.6		3.4			3.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

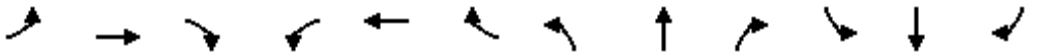
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	85	34	153	316	47	92	575	186	36	430	161
Future Volume (vph)	45	85	34	153	316	47	92	575	186	36	430	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	12	12	12	11	11	11
Storage Length (ft)	100		0	50		0	0		100	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.981				0.850		0.965	
Flt Protected	0.950			0.950				0.993			0.997	
Satd. Flow (prot)	1646	1409	0	1540	1590	0	0	1665	1211	0	1559	0
Flt Permitted	0.328			0.501				0.832			0.828	
Satd. Flow (perm)	568	1409	0	812	1590	0	0	1395	1211	0	1295	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			206	
Travel Time (s)		19.7			17.5			7.9			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	49	92	37	166	343	51	100	625	202	39	467	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	129	0	166	394	0	0	725	202	0	681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.34	1.10	1.19	1.19	1.19	1.14	1.14	1.40	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	50	50		50	50		50	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Total Split (s)	10.0	22.0		10.0	22.0		12.0	48.0	48.0	36.0	36.0	
Total Split (%)	12.5%	27.5%		12.5%	27.5%		15.0%	60.0%	60.0%	45.0%	45.0%	
Maximum Green (s)	6.0	18.0		6.0	18.0		8.0	44.0	44.0	32.0	32.0	
Yellow Time (s)	4.0	3.0		4.0	3.0		3.0	3.0	3.0	4.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		1.0	1.0	1.0	0.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.5	4.0		2.5	4.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)	22.2	17.0		27.2	23.0			45.0	45.0		45.0	
Actuated g/C Ratio	0.28	0.21		0.34	0.29			0.56	0.56		0.56	
v/c Ratio	0.20	0.43		0.44	0.86			0.92	0.30		0.94	
Control Delay	16.6	29.0		20.1	41.6			16.4	8.2		39.5	
Queue Delay	0.0	0.0		0.0	0.0			41.8	0.0		7.9	
Total Delay	16.6	29.0		20.1	41.6			58.2	8.2		47.4	
LOS	B	C		C	D			E	A		D	
Approach Delay		25.6			35.3			47.3			47.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	19	60		73	~225			204	38		290	
Queue Length 95th (ft)	m22	m75		m85	m#266			m149	m36		#536	
Internal Link Dist (ft)		788			689			266			126	
Turn Bay Length (ft)	100			50					100			
Base Capacity (vph)	251	334		379	457			784	681		728	
Starvation Cap Reductn	0	0		0	0			119	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		39	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.20	0.39		0.44	0.86			1.09	0.30		0.99	

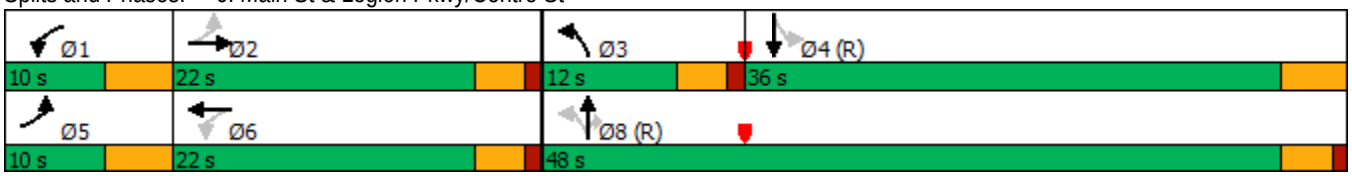
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 42.8 Intersection LOS: D
Intersection Capacity Utilization 106.6% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Main St & Legion Pkwy/Centre St

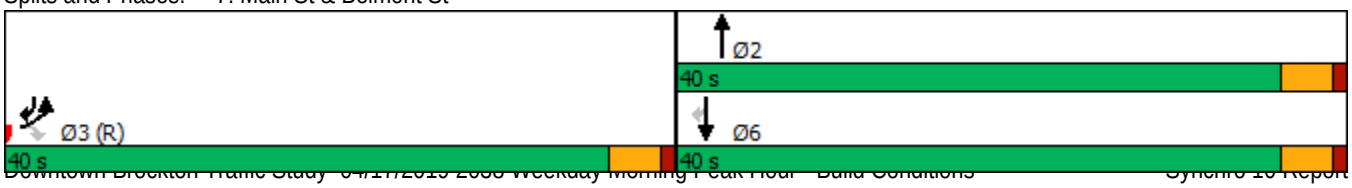


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	657	162	0	433	521	338
Future Volume (vph)	657	162	0	433	521	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Storage Length (ft)	0	250	0			50
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1593	1425	0	1732	1621	1378
Flt Permitted	0.950					
Satd. Flow (perm)	1593	1425	0	1732	1621	1378
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		176				
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			691	254	
Travel Time (s)	16.6			15.7	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	714	176	0	471	566	367
Shared Lane Traffic (%)						
Lane Group Flow (vph)	714	176	0	471	566	367
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	1.19	1.19
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1	1	1
Detector Template						
Leading Detector (ft)	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Perm		NA	NA	pm+ov
Protected Phases	3			2	6	3
Permitted Phases		3		2	6	6
Detector Phase	3	3		2	6	3
Switch Phase						
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	40.0	40.0		40.0	40.0	40.0
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	36.0	36.0		36.0	36.0	36.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5		3.0	3.0	1.5
Recall Mode	C-Min	C-Min		Min	None	C-Min
Act Effct Green (s)	41.1	41.1		32.9	32.9	80.0
Actuated g/C Ratio	0.51	0.51		0.41	0.41	1.00
v/c Ratio	0.87	0.22		0.66	0.85	0.27
Control Delay	21.0	0.5		23.4	34.3	0.4
Queue Delay	48.6	0.0		0.0	27.2	0.0
Total Delay	69.6	0.5		23.4	61.5	0.4
LOS	E	A		C	E	A
Approach Delay	55.9			23.4	37.5	
Approach LOS	E			C	D	
Queue Length 50th (ft)	223	0		177	276	0
Queue Length 95th (ft)	m#437	m0		260	339	0
Internal Link Dist (ft)	652			611	174	
Turn Bay Length (ft)		250				50
Base Capacity (vph)	817	817		801	749	1378
Starvation Cap Reductn	0	0		0	200	0
Spillback Cap Reductn	172	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	1.11	0.22		0.59	1.03	0.27

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 3:EBL, Start of Green, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 77.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main St & Belmont St

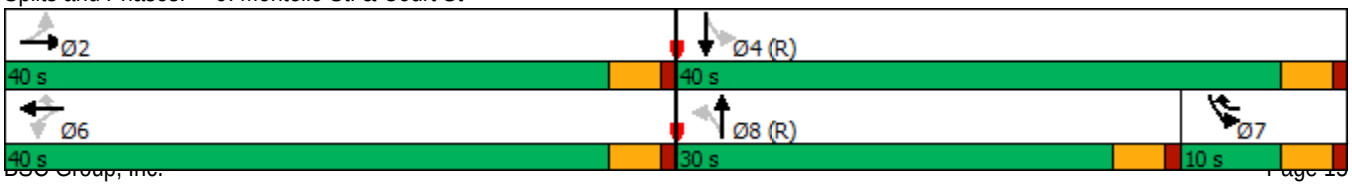


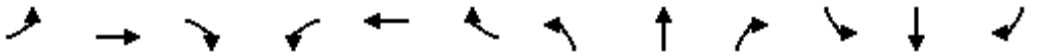
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	407	106	46	481	365	30	371	68	158	243	22
Future Volume (vph)	41	407	106	46	481	365	30	371	68	158	243	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		75	0		0	175		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969				0.850		0.980			0.987	
Flt Protected	0.950				0.996			0.997		0.950		
Satd. Flow (prot)	1454	1558	0	0	1618	1398	0	1692	0	1496	1522	0
Flt Permitted	0.236				0.793			0.966		0.285		
Satd. Flow (perm)	361	1558	0	0	1288	1398	0	1639	0	449	1522	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			160			1520	
Travel Time (s)		16.4			10.0			3.6			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	3%	2%	8%	5%	4%	8%	5%	6%	5%	7%	9%
Adj. Flow (vph)	45	442	115	50	523	397	33	403	74	172	264	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	557	0	0	573	397	0	510	0	172	288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		2			6	7		8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	7	8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	40.0	40.0		40.0	40.0	10.0	30.0	30.0		10.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	12.5%	37.5%	37.5%		12.5%	50.0%	
Maximum Green (s)	36.0	36.0		36.0	36.0	6.0	26.0	26.0		6.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lead/Lag						Lag	Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	36.5	36.5			36.5	47.1		26.9		37.5	37.5	
Actuated g/C Ratio	0.46	0.46			0.46	0.59		0.34		0.47	0.47	
v/c Ratio	0.27	0.78			0.98	0.48		0.93		0.55	0.40	
Control Delay	13.0	22.3			55.5	12.0		51.6		27.9	16.3	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	13.0	22.3			55.5	12.0		51.6		27.9	16.3	
LOS	B	C			E	B		D		C	B	
Approach Delay		21.6			37.6			51.6			20.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	14	295			265	104		242		50	91	
Queue Length 95th (ft)	m16	m302			#481	173		#429		91	153	
Internal Link Dist (ft)		640			360			80			1440	
Turn Bay Length (ft)						75				175		
Base Capacity (vph)	166	720			595	823		553		310	713	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.27	0.77			0.96	0.48		0.92		0.55	0.40	

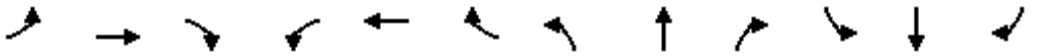
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 119.1% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Montello St. & Court St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	487	167	46	411	89	98	443	21	57	404	95
Future Volume (vph)	129	487	167	46	411	89	98	443	21	57	404	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	12	12
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.973			0.993			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1613	0	1540	1577	0	1354	1665	0	1540	1628	0
Flt Permitted	0.185			0.127			0.169			0.169		
Satd. Flow (perm)	310	1613	0	206	1577	0	241	1665	0	274	1628	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			16			3			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			161			504	
Travel Time (s)		9.9			16.4			3.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	140	529	182	50	447	97	107	482	23	62	439	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	711	0	50	544	0	107	505	0	62	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.19	1.19	1.19	1.40	1.14	1.14	1.19	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	33.0		10.0	33.0		10.0	27.0		10.0	27.0	
Total Split (%)	12.5%	41.3%		12.5%	41.3%		12.5%	33.8%		12.5%	33.8%	
Maximum Green (s)	6.0	29.0		6.0	29.0		6.0	23.0		6.0	23.0	
Yellow Time (s)	4.0	3.0		4.0	3.0		4.0	3.0		4.0	3.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	3.5		2.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	38.2	34.0		37.0	30.0		31.6	26.0		31.6	26.0	
Actuated g/C Ratio	0.48	0.42		0.46	0.38		0.40	0.32		0.40	0.32	
v/c Ratio	0.54	1.02		0.24	0.91		0.56	0.93		0.28	1.01	
Control Delay	15.7	28.8		7.5	34.0		26.9	54.5		17.4	70.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.7	28.8		7.5	34.0		26.9	54.5		17.4	70.8	
LOS	B	C		A	C		C	D		B	E	
Approach Delay		26.6			31.8			49.7			65.3	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	10	~397		10	287		32	~253		18	~304	
Queue Length 95th (ft)	m8	m#214		m11	m306		#69	#455		41	#496	
Internal Link Dist (ft)		355			640			81			424	
Turn Bay Length (ft)	100									75		
Base Capacity (vph)	260	700		212	601		192	543		218	538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	1.02		0.24	0.91		0.56	0.93		0.28	1.01	

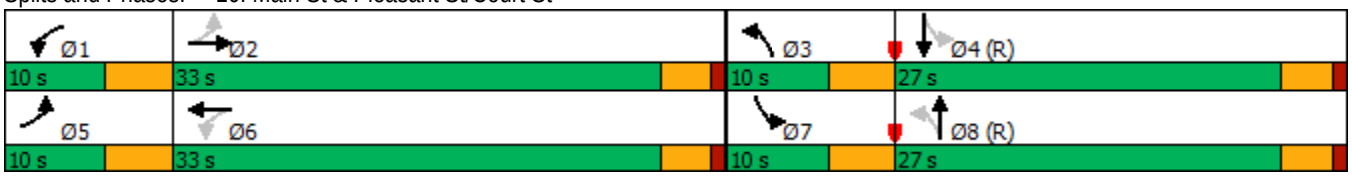
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 15 (19%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 94.2% ICU Level of Service F
Analysis Period (min) 15

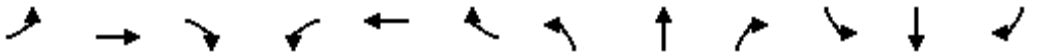
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Main St & Pleasant St/Court St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	703	174	124	490	8	243	51	16	63	176	0
Future Volume (vph)	8	703	174	124	490	8	243	51	16	63	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	10	11	11	11	11	11
Storage Length (ft)	0		100	100		0	75		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.965				
Flt Protected		0.999		0.950			0.950				0.987	
Satd. Flow (prot)	0	1619	1378	1540	1673	0	1486	1564	0	0	1600	0
Flt Permitted		0.994		0.105			0.950				0.987	
Satd. Flow (perm)	0	1611	1378	170	1673	0	1486	1564	0	0	1600	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			147		2			17				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		522			585			427			214	
Travel Time (s)		11.9			13.3			9.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	764	189	135	533	9	264	55	17	68	191	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	773	189	135	542	0	264	72	0	0	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.14	1.14	1.25	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	

Lanes, Volumes, Timings
15: Warren Ave & Pleasant St

01/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	38.0	38.0	18.0	10.0	48.0		18.0	18.0		14.0	14.0	
Total Split (%)	47.5%	47.5%	22.5%	12.5%	60.0%		22.5%	22.5%		17.5%	17.5%	
Maximum Green (s)	34.0	34.0	14.0	6.0	44.0		14.0	14.0		10.0	10.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	4.5	4.5	1.5	0.2	4.5		1.5	1.5		1.5	1.5	
Recall Mode	Min	Min	C-Max	None	Min		C-Max	C-Max		None	None	
Act Effct Green (s)		35.0	50.0	45.0	45.0		15.0	15.0			11.0	
Actuated g/C Ratio		0.44	0.62	0.56	0.56		0.19	0.19			0.14	
v/c Ratio		1.10	0.21	0.63	0.58		0.95	0.23			1.18	
Control Delay		88.6	1.5	15.9	13.1		67.0	14.3			151.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		88.6	1.5	15.9	13.1		67.0	14.3			151.1	
LOS		F	A	B	B		E	B			F	
Approach Delay		71.5			13.7			55.7			151.1	
Approach LOS		E			B			E			F	
Queue Length 50th (ft)		~444	3	32	210		64	0			~163	
Queue Length 95th (ft)		#654	14	m36	m241		m#260	m35			#302	
Internal Link Dist (ft)		442			505			347			134	
Turn Bay Length (ft)			100	100			75					
Base Capacity (vph)		704	916	215	941		278	307			220	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		1.10	0.21	0.63	0.58		0.95	0.23			1.18	

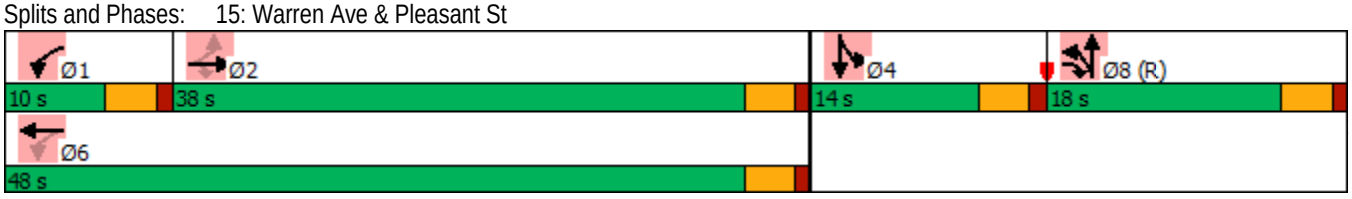
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 8:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 113.3% ICU Level of Service H
Analysis Period (min) 15

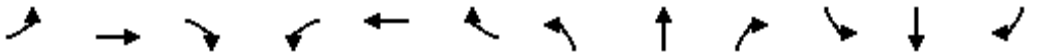
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Warren Ave & Pleasant St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	562	57	42	283	15	181	136	149	107	160	265
Future Volume (vph)	122	562	57	42	283	15	181	136	149	107	160	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		200	0		0	0		100	0		100
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994			0.957				0.850
Flt Protected	0.950				0.994			0.981			0.980	
Satd. Flow (prot)	1540	1598	0	0	1601	0	0	1521	0	0	1588	1378
Flt Permitted	0.344				0.690			0.681			0.702	
Satd. Flow (perm)	557	1598	0	0	1111	0	0	1056	0	0	1138	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			40				288
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	611	62	46	308	16	197	148	162	116	174	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	673	0	0	370	0	0	507	0	0	290	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		3	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lanes, Volumes, Timings
16: Warren Ave & Belmont St

01/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.0	39.0		29.0	29.0		10.0	41.0		31.0	31.0	31.0
Total Split (%)	12.5%	48.8%		36.3%	36.3%		12.5%	51.3%		38.8%	38.8%	38.8%
Maximum Green (s)	6.0	35.0		25.0	25.0		6.0	37.0		27.0	27.0	27.0
Yellow Time (s)	4.0	3.0		3.0	3.0		4.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	C-Min		None	None		None	None		None	None	None
Act Effct Green (s)	36.0	36.0			26.0			38.0			38.0	38.0
Actuated g/C Ratio	0.45	0.45			0.32			0.48			0.48	0.48
v/c Ratio	0.40	0.93			1.02			0.97			0.54	0.36
Control Delay	17.1	43.0			83.0			54.7			14.5	2.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	17.1	43.0			83.0			54.7			14.5	2.6
LOS	B	D			F			D			B	A
Approach Delay		38.7			83.0			54.7			8.6	
Approach LOS		D			F			D			A	
Queue Length 50th (ft)	38	303			~181			222			74	4
Queue Length 95th (ft)	73	#531			#367			#435			m83	m12
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)												100
Base Capacity (vph)	336	723			363			522			540	805
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.40	0.93			1.02			0.97			0.54	0.36

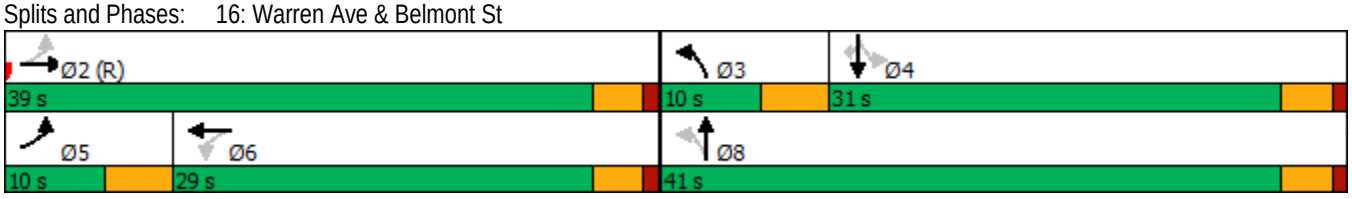
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 63 (79%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 112.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Warren Ave & Belmont St

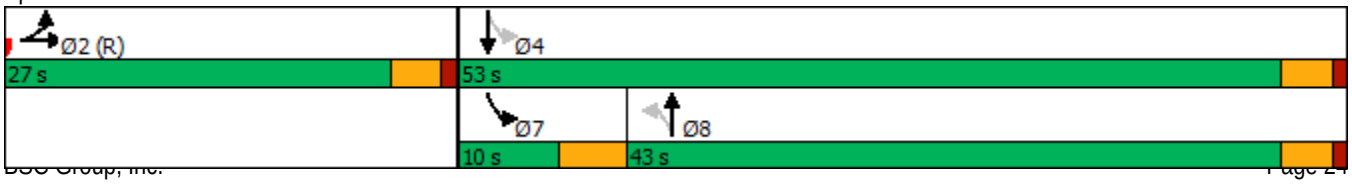


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	543	28	0	0	0	110	326	51	76	224	249
Future Volume (vph)	106	543	28	0	0	0	110	326	51	76	224	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		200	0		0	0		0	150		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994						0.986			0.921	
Flt Protected		0.992						0.989		0.950		
Satd. Flow (prot)	0	2878	0	0	0	0	0	1575	0	1496	1438	0
Flt Permitted		0.992						0.795		0.377		
Satd. Flow (perm)	0	2878	0	0	0	0	0	1266	0	594	1438	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			792			413	
Travel Time (s)		19.5			11.0			18.0			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	21%	0%	0%	0%	6%	6%	5%	5%	8%	4%
Adj. Flow (vph)	115	590	30	0	0	0	120	354	55	83	243	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	735	0	0	0	0	0	529	0	83	514	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	27.0	27.0					43.0	43.0		10.0	53.0	
Total Split (%)	33.8%	33.8%					53.8%	53.8%		12.5%	66.3%	
Maximum Green (s)	23.0	23.0					39.0	39.0		6.0	49.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		4.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0						3.0		3.0	3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		2.5	0.5	
Recall Mode	C-Min	C-Min					Min	Min		None	Min	
Act Effct Green (s)		29.3						36.5		44.7	44.7	
Actuated g/C Ratio		0.37						0.46		0.56	0.56	
v/c Ratio		0.70						0.92		0.20	0.64	
Control Delay		29.9						42.7		5.8	14.6	
Queue Delay		0.2						0.0		0.0	0.9	
Total Delay		30.1						42.7		5.8	15.5	
LOS		C						D		A	B	
Approach Delay		30.1						42.7			14.2	
Approach LOS		C						D			B	
Queue Length 50th (ft)		164						219		18	130	
Queue Length 95th (ft)		#276						#410		m17	248	
Internal Link Dist (ft)		776			406			712			333	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1053						633		413	898	
Starvation Cap Reductn		0						0		0	160	
Spillback Cap Reductn		34						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.72						0.84		0.20	0.70	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 15 (19%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 90.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Montello St. & Crescent St

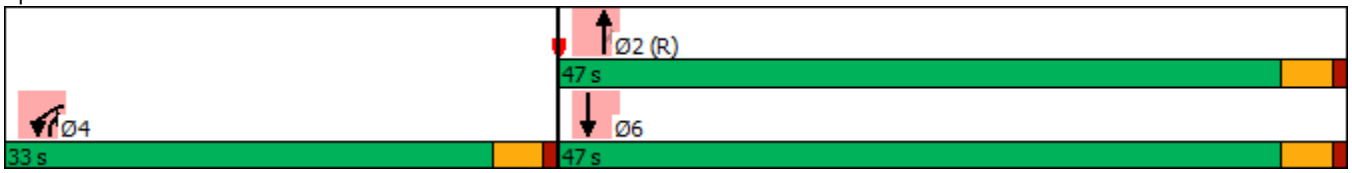


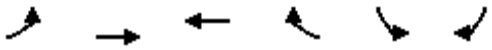
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	287	83	606	484	0	539
Future Volume (vph)	287	83	606	484	0	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970			0.850		
Flt Protected	0.963					
Satd. Flow (prot)	1670	0	1676	1425	0	1621
Flt Permitted	0.963					
Satd. Flow (perm)	1670	0	1676	1425	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21					
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Adj. Flow (vph)	312	90	659	526	0	586
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	659	526	0	586
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.14	1.14	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1	1		1
Detector Template						
Leading Detector (ft)	50		50	50		50
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	50		50	50		50
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	4		2	4		6
Permitted Phases				2		
Detector Phase	4		2	4		6
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0		6.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	10.0		10.0	10.0		10.0
Total Split (s)	33.0		47.0	33.0		47.0
Total Split (%)	41.3%		58.8%	41.3%		58.8%
Maximum Green (s)	29.0		43.0	29.0		43.0
Yellow Time (s)	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	3.0		3.0	3.0		3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5		3.0	1.5		3.0
Recall Mode	None		C-Min	None		Min
Act Effct Green (s)	23.4		50.6	80.0		50.6
Actuated g/C Ratio	0.29		0.63	1.00		0.63
v/c Ratio	0.80		0.62	0.37		0.57
Control Delay	22.3		10.7	0.5		13.5
Queue Delay	1.3		7.9	0.0		29.2
Total Delay	23.5		18.7	0.5		42.7
LOS	C		B	A		D
Approach Delay	23.5		10.6			42.7
Approach LOS	C		B			D
Queue Length 50th (ft)	54		111	0		163
Queue Length 95th (ft)	m199		m337	m0		m273
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)				100		
Base Capacity (vph)	639		1060	1423		1026
Starvation Cap Reductn	0		357	0		413
Spillback Cap Reductn	92		167	0		459
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.73		0.94	0.37		1.03

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Main St & Crescent St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	817	0	1070	0	0
Future Volume (vph)	0	817	0	1070	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	299		340	
Travel Time (s)		5.0	6.8		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	908	0	1189	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	908	0	1189	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

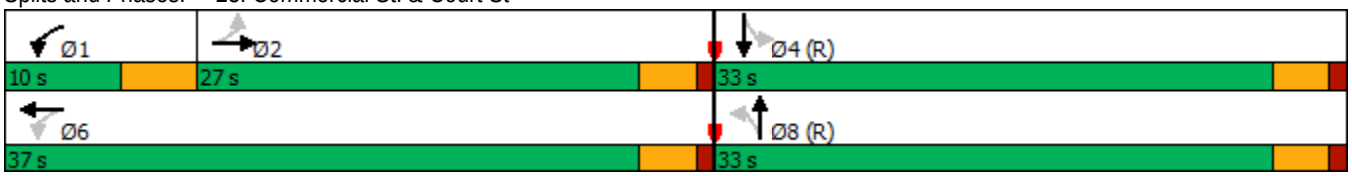
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15

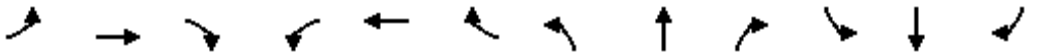
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	327	302	205	395	0	489	0	126	0	0	0
Future Volume (vph)	0	327	302	205	395	0	489	0	126	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	12	12	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1813	0	1586	1792	0	1620	1371	0	0	1900	0
Flt Permitted				0.148			0.757					
Satd. Flow (perm)	0	1813	0	247	1792	0	1291	1371	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72						451				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	10%	6%	0%	4%	0%	6%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	355	328	223	429	0	532	0	137	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	683	0	223	429	0	532	137	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	1.00	1.00	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	27.0	27.0		10.0	37.0		33.0	33.0		33.0	33.0	
Total Split (%)	38.6%	38.6%		14.3%	52.9%		47.1%	47.1%		47.1%	47.1%	
Maximum Green (s)	23.0	23.0		6.0	33.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		24.0		34.1	34.1		29.9	29.9				
Actuated g/C Ratio		0.34		0.49	0.49		0.43	0.43				
v/c Ratio		1.02		0.88	0.49		0.96	0.16				
Control Delay		64.2		48.7	14.6		45.2	0.3				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		64.2		48.7	14.6		45.2	0.3				
LOS		E		D	B		D	A				
Approach Delay		64.2			26.3			36.0				
Approach LOS		E			C			D				
Queue Length 50th (ft)		~279		54	118		148	0				
Queue Length 95th (ft)		#495		#170	191		m#367	m0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							200					
Base Capacity (vph)		668		254	872		553	845				
Starvation Cap Reductn		0		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		1.02		0.88	0.49		0.96	0.16				

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 13 (19%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 93.6% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Commercial St. & Court St



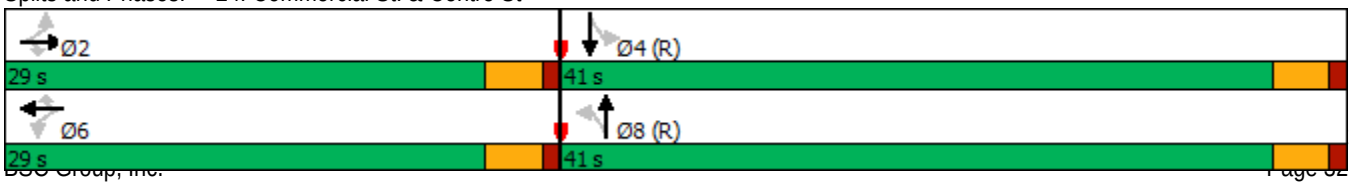


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	310	70	66	401	88	92	453	152	84	335	77
Future Volume (vph)	52	310	70	66	401	88	92	453	152	84	335	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	100		0	0		0	0		0	175		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.971			0.972	
Flt Protected		0.993			0.993			0.993		0.950		
Satd. Flow (prot)	0	1722	1487	0	1800	1574	0	1966	0	1652	2002	0
Flt Permitted		0.690			0.802			0.862		0.312		
Satd. Flow (perm)	0	1197	1487	0	1454	1574	0	1707	0	542	2002	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			95		31			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	29%	2%	5%	10%	8%	6%	8%	5%	6%	2%	4%	7%
Adj. Flow (vph)	57	337	76	71	431	95	100	492	165	91	364	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	76	0	502	95	0	757	0	91	448	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	41.0	41.0		41.0	41.0	
Total Split (%)	41.4%	41.4%	41.4%	41.4%	41.4%	41.4%	58.6%	58.6%		58.6%	58.6%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	37.0	37.0		37.0	37.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		27.0	27.0		27.0	27.0		37.0		37.0	37.0	
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.53		0.53	0.53	
v/c Ratio		0.85	0.12		0.90	0.14		0.83		0.32	0.42	
Control Delay		41.0	4.7		42.9	4.3		19.0		4.8	3.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		41.0	4.7		42.9	4.3		19.0		4.8	3.5	
LOS		D	A		D	A		B		A	A	
Approach Delay		35.1			36.8			19.0			3.7	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)		152	0		198	0		241		12	56	
Queue Length 95th (ft)		#314	24		#384	26		#460		m13	m60	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)										175		
Base Capacity (vph)		462	620		561	666		941		294	1099	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.85	0.12		0.89	0.14		0.80		0.31	0.41	

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 117.8% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Commercial St. & Centre St

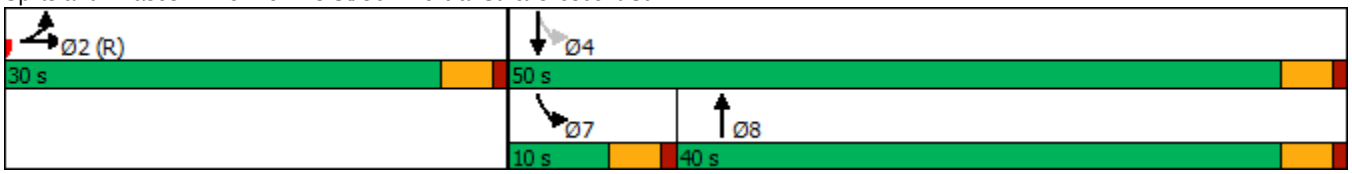


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	510	20	0	0	0	0	230	118	186	216	0
Future Volume (vph)	140	510	20	0	0	0	0	230	118	186	216	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.954				
Flt Protected		0.990									0.977	
Satd. Flow (prot)	0	3301	0	0	0	0	0	1743	0	0	1962	0
Flt Permitted		0.990									0.575	
Satd. Flow (perm)	0	3301	0	0	0	0	0	1743	0	0	1155	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	14%	6%	8%	0%	0%	0%	0%	4%	4%	4%	10%	0%
Adj. Flow (vph)	152	554	22	0	0	0	0	250	128	202	235	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	728	0	0	0	0	0	378	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0						6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0						10.0		10.0	10.0	
Total Split (s)	30.0	30.0						40.0		10.0	50.0	
Total Split (%)	37.5%	37.5%						50.0%		12.5%	62.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	26.0	26.0						36.0		6.0	46.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	C-Min	C-Min						None		None	None	
Act Effct Green (s)		34.4						39.6			39.6	
Actuated g/C Ratio		0.43						0.50			0.50	
v/c Ratio		0.51						0.44			0.76	
Control Delay		7.7						13.7			25.0	
Queue Delay		0.0						0.0			8.6	
Total Delay		7.7						13.7			33.5	
LOS		A						B			C	
Approach Delay		7.7						13.7			33.5	
Approach LOS		A						B			C	
Queue Length 50th (ft)		44						108			156	
Queue Length 95th (ft)		m55						144			235	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1417						912			678	
Starvation Cap Reductn		0						0			202	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.51						0.41			0.92	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 16.5 Intersection LOS: B
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Perkins St/Commercial St. & Crescent St

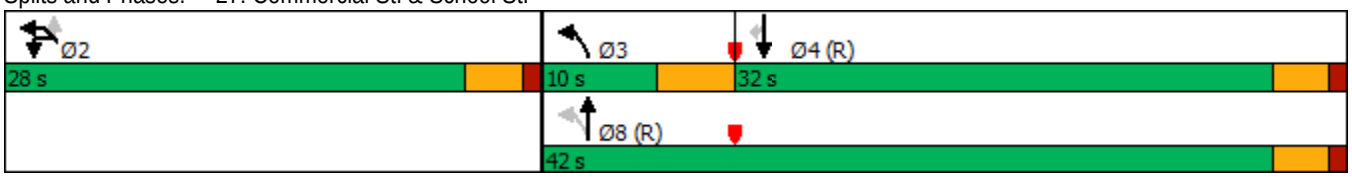


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	27	342	0	0	373	114	30	676	364
Future Volume (vph)	0	0	27	342	0	0	373	114	30	676	364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		125		0	125
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	1719	2031	0	0	1766	1487	0	3302	1538
Flt Permitted			0.384							0.950	
Satd. Flow (perm)	0	0	695	2031	0	0	1766	1487	0	3302	1538
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								124			396
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	19%	6%	0%	0%	4%	5%	14%	2%	5%
Adj. Flow (vph)	0	0	29	372	0	0	405	124	33	735	396
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	29	372	0	0	405	124	0	768	396
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	10			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			6.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			10.0	10.0			10.0	10.0	10.0	10.0	10.0
Total Split (s)			10.0	42.0			32.0	32.0	28.0	28.0	28.0
Total Split (%)			14.3%	60.0%			45.7%	45.7%	40.0%	40.0%	40.0%
Maximum Green (s)			6.0	38.0			28.0	28.0	24.0	24.0	24.0
Yellow Time (s)			4.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			0.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lead				Lag	Lag			
Lead-Lag Optimize?			Yes				Yes	Yes			
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	C-Min			C-Min	C-Min	None	None	None
Act Effct Green (s)			41.4	41.4			37.4	37.4		22.6	22.6
Actuated g/C Ratio			0.59	0.59			0.53	0.53		0.32	0.32
v/c Ratio			0.06	0.31			0.43	0.15		0.72	0.52
Control Delay			7.2	8.6			11.4	1.9		24.8	4.7
Queue Delay			0.0	2.1			0.0	0.0		0.0	0.0
Total Delay			7.2	10.8			11.4	1.9		24.8	4.7
LOS			A	B			B	A		C	A
Approach Delay				10.5			9.1			18.0	
Approach LOS				B			A			B	
Queue Length 50th (ft)			5	74			89	7		145	0
Queue Length 95th (ft)			15	128			m93	m5		196	53
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)								125			125
Base Capacity (vph)			513	1205			947	854		1187	806
Starvation Cap Reductn			0	674			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.06	0.70			0.43	0.15		0.65	0.49

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 12 (17%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 49.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Commercial St. & School St.

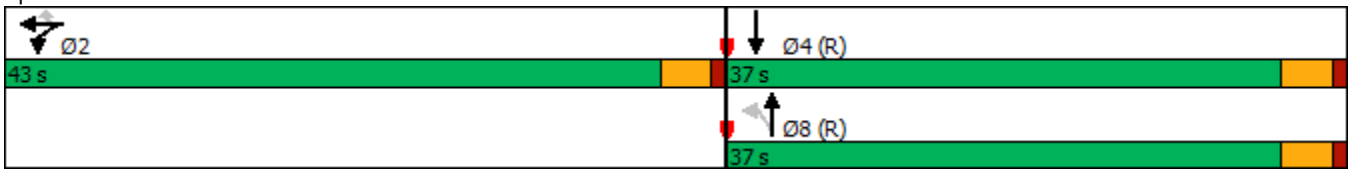


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	182	545	90	27	406	0	0	364	21
Future Volume (vph)	0	0	0	182	545	90	27	406	0	0	364	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	13	13
Storage Length (ft)	0		0	150		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.993	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1516	1550	1304	1458	1492	0	0	1631	0
Flt Permitted				0.950			0.388					
Satd. Flow (perm)	0	0	0	1516	1550	1304	595	1492	0	0	1631	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						98						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	3%	4%	4%	7%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	198	592	98	29	441	0	0	396	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	592	98	29	441	0	0	419	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	Perm	NA			NA	
Protected Phases				2	2			8			4	
Permitted Phases						2	8					
Detector Phase				2	2	2	8	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	6.0	6.0			6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				10.0	10.0	10.0	10.0	10.0			10.0	
Total Split (s)				43.0	43.0	43.0	37.0	37.0			37.0	
Total Split (%)				53.8%	53.8%	53.8%	46.3%	46.3%			46.3%	
Maximum Green (s)				39.0	39.0	39.0	33.0	33.0			33.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	4.5	4.5			4.5	
Recall Mode				None	None	None	C-Min	C-Min			C-Min	
Act Effct Green (s)				35.5	35.5	35.5	38.5	38.5			38.5	
Actuated g/C Ratio				0.44	0.44	0.44	0.48	0.48			0.48	
v/c Ratio				0.29	0.86	0.15	0.10	0.62			0.53	
Control Delay				14.5	33.3	3.1	18.1	25.5			15.6	
Queue Delay				0.0	0.0	0.0	0.0	0.5			0.0	
Total Delay				14.5	33.3	3.1	18.1	26.0			15.6	
LOS				B	C	A	B	C			B	
Approach Delay					25.8			25.5			15.6	
Approach LOS					C			C			B	
Queue Length 50th (ft)				58	242	0	10	194			100	
Queue Length 95th (ft)				95	365	22	m15	m294			m158	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				150			150					
Base Capacity (vph)				758	775	701	285	717			784	
Starvation Cap Reductn				0	0	0	0	67			0	
Spillback Cap Reductn				5	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.26	0.76	0.14	0.10	0.68			0.53	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 63.5% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Montello St. & School St/School St.

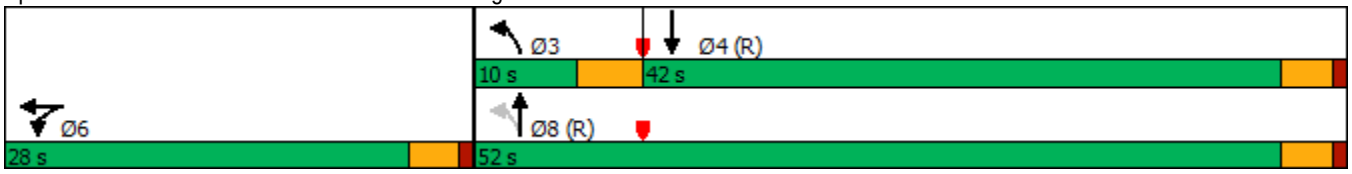


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	252	187	148	48	711	0	0	504	112
Future Volume (vph)	0	0	0	252	187	148	48	711	0	0	504	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966						0.975	
Flt Protected					0.979			0.997				
Satd. Flow (prot)	0	0	0	0	1797	0	0	1616	0	0	1635	0
Flt Permitted					0.979			0.754				
Satd. Flow (perm)	0	0	0	0	1797	0	0	1222	0	0	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	274	203	161	52	773	0	0	548	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	638	0	0	825	0	0	670	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	1			1	
Detector Template												
Leading Detector (ft)				50	50		50	50			50	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				50	50		50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				6	6		3	8			4	
Permitted Phases							8					
Detector Phase				6	6		3	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	
Minimum Split (s)				10.0	10.0		10.0	10.0			10.0	
Total Split (s)				28.0	28.0		10.0	52.0			42.0	
Total Split (%)				35.0%	35.0%		12.5%	65.0%			52.5%	
Maximum Green (s)				24.0	24.0		6.0	48.0			38.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				3.0	3.0		4.0	3.0			3.0	
All-Red Time (s)				1.0	1.0		0.0	1.0			1.0	
Lost Time Adjust (s)					-1.0			-1.0			-1.0	
Total Lost Time (s)					3.0			3.0			3.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.5	1.5		1.5	1.5			1.5	
Recall Mode				None	None		Min	C-Min			C-Min	
Act Effct Green (s)					25.0			49.0			39.0	
Actuated g/C Ratio					0.31			0.61			0.49	
v/c Ratio					1.11			1.05			0.83	
Control Delay					101.7			44.2			22.2	
Queue Delay					1.1			18.7			26.1	
Total Delay					102.8			62.9			48.3	
LOS					F			E			D	
Approach Delay					102.8			62.9			48.3	
Approach LOS					F			E			D	
Queue Length 50th (ft)					~378			~308			130	
Queue Length 95th (ft)					#290			m161			m181	
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					576			782			807	
Starvation Cap Reductn					0			154			160	
Spillback Cap Reductn					76			111			28	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					1.28			1.31			1.04	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 70.3 Intersection LOS: E
Intersection Capacity Utilization 128.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Main St & Frederick Douglass Ave/School St

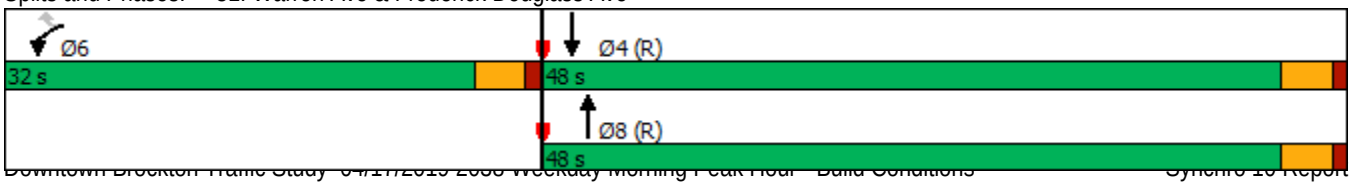


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	25	275	0	0	647
Future Volume (vph)	314	25	275	0	0	647
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	0	300		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1327	1425	1621	0	0	1621
Flt Permitted	0.950					
Satd. Flow (perm)	1327	1425	1621	0	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27				
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	341	27	299	0	0	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	27	299	0	0	703
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.43	1.14	1.19	1.19	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1			1
Detector Template						
Leading Detector (ft)	50	50	50			50
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	50	50	50			50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	6		8			4
Permitted Phases		6				
Detector Phase	6	6	8			4
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	6.0	6.0	6.0			6.0
Minimum Split (s)	10.0	10.0	10.0			10.0
Total Split (s)	32.0	32.0	48.0			48.0
Total Split (%)	40.0%	40.0%	60.0%			60.0%
Maximum Green (s)	28.0	28.0	44.0			44.0
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0			-1.0
Total Lost Time (s)	3.0	3.0	3.0			3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.5			4.5
Recall Mode	None	None	C-Min			C-Min
Act Effct Green (s)	24.7	24.7	49.3			49.3
Actuated g/C Ratio	0.31	0.31	0.62			0.62
v/c Ratio	0.83	0.06	0.30			0.70
Control Delay	26.5	6.4	8.9			13.5
Queue Delay	1.5	0.0	0.0			3.2
Total Delay	27.9	6.4	8.9			16.7
LOS	C	A	A			B
Approach Delay	26.4		8.9			16.7
Approach LOS	C		A			B
Queue Length 50th (ft)	164	0	46			186
Queue Length 95th (ft)	m169	m2	m173			m173
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)		300				
Base Capacity (vph)	481	533	998			998
Starvation Cap Reductn	0	0	0			156
Spillback Cap Reductn	43	0	30			196
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.78	0.05	0.31			0.88

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:SBT and 8:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	34	9	49	69	512	70	25	593	25
Future Volume (vph)	0	0	0	34	9	49	69	512	70	25	593	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	13	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.929			0.985			0.995	
Flt Protected					0.982			0.995			0.998	
Satd. Flow (prot)	0	0	0	0	1756	0	0	1765	0	0	1850	0
Flt Permitted					0.982			0.995			0.998	
Satd. Flow (perm)	0	0	0	0	1756	0	0	1765	0	0	1850	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			730			206			150	
Travel Time (s)		21.1			16.6			4.7			3.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	38	10	54	77	569	78	28	659	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	102	0	0	724	0	0	715	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 71.8% ICU Level of Service C
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	34	9	49	69	512	70	25	593	25
Future Vol, veh/h	0	0	0	34	9	49	69	512	70	25	593	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	38	10	54	77	569	78	28	659	28

Major/Minor	Minor1		Major1				Major2		
Conflicting Flow All	1491	1505	608	687	0	0	647	0	0
Stage 1	762	762	-	-	-	-	-	-	-
Stage 2	729	743	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	121	496	907	-	-	939	-	-
Stage 1	461	414	-	-	-	-	-	-	-
Stage 2	477	422	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	112	0	496	907	-	-	939	-	-
Mov Cap-2 Maneuver	112	0	-	-	-	-	-	-	-
Stage 1	380	0	-	-	-	-	-	-	-
Stage 2	477	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.6	1	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	907	-	-	206	939	-	-
HCM Lane V/C Ratio	0.085	-	-	0.496	0.03	-	-
HCM Control Delay (s)	9.3	0	-	38.6	9	0	-
HCM Lane LOS	A	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.5	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	47	52	443	385	19
Future Volume (vph)	29	47	52	443	385	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.994	
Flt Protected	0.981			0.995		
Satd. Flow (prot)	1652	0	0	1924	1888	0
Flt Permitted	0.981			0.995		
Satd. Flow (perm)	1652	0	0	1924	1888	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			208	170	
Travel Time (s)	16.6			4.7	3.9	
Peak Hour Factor	0.61	0.61	0.89	0.89	0.90	0.90
Heavy Vehicles (%)	0%	0%	3%	5%	7%	0%
Adj. Flow (vph)	48	77	58	498	428	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	556	449	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15

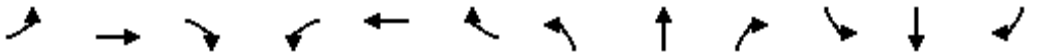
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	47	52	443	385	19
Future Vol, veh/h	29	47	52	443	385	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	89	89	90	90
Heavy Vehicles, %	0	0	3	5	7	0
Mvmt Flow	48	77	58	498	428	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1053	439	449	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	253	622	1106	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	235	622	1106	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1106	-	382	-	-
HCM Lane V/C Ratio	0.053	-	0.326	-	-
HCM Control Delay (s)	8.4	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	0	53	51	31	21	10	301	0	0	455	16
Future Volume (vph)	53	0	53	51	31	21	10	301	0	0	455	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.972						0.996	
Flt Protected		0.976			0.976			0.998				
Satd. Flow (prot)	0	1864	0	0	1826	0	0	1797	0	0	1793	0
Flt Permitted		0.976			0.976			0.998				
Satd. Flow (perm)	0	1864	0	0	1826	0	0	1797	0	0	1793	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			930			239			427	
Travel Time (s)		8.8			21.1			5.4			9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	0	58	55	34	23	11	327	0	0	495	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	0	0	112	0	0	338	0	0	512	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.88	0.88	0.88	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	0	53	51	31	21	10	301	0	0	455	16
Future Vol, veh/h	53	0	53	51	31	21	10	301	0	0	455	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	0	58	55	34	23	11	327	0	0	495	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	882	853	504	882	861	327	512	0	0	327	0	0
Stage 1	504	504	-	349	349	-	-	-	-	-	-	-
Stage 2	378	349	-	533	512	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	267	296	568	267	293	714	1053	-	-	1233	-	-
Stage 1	550	541	-	667	633	-	-	-	-	-	-	-
Stage 2	644	633	-	531	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	233	292	568	238	289	714	1053	-	-	1233	-	-
Mov Cap-2 Maneuver	233	292	-	238	289	-	-	-	-	-	-	-
Stage 1	543	541	-	658	625	-	-	-	-	-	-	-
Stage 2	582	625	-	477	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.6	24.7	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1053	-	-	330	293	1233	-	-
HCM Lane V/C Ratio	0.01	-	-	0.349	0.382	-	-	-
HCM Control Delay (s)	8.5	0	-	21.6	24.7	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.7	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	324	37	0	0	0	125	530	35	72	538	214
Future Volume (vph)	234	324	37	0	0	0	125	530	35	72	538	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.993			0.965	
Flt Protected		0.981						0.991			0.996	
Satd. Flow (prot)	0	1577	0	0	0	0	0	1356	0	0	1558	0
Flt Permitted		0.981						0.730			0.891	
Satd. Flow (perm)	0	1577	0	0	0	0	0	999	0	0	1393	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								6			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10	10			
Adj. Flow (vph)	254	352	40	0	0	0	136	576	38	78	585	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	646	0	0	0	0	0	750	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.46	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					pm+pt	NA		Perm	NA	
Protected Phases	2	2					3	8			4	
Permitted Phases							8			4		
Detector Phase	2	2					3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	27.0	27.0					15.0	53.0		38.0	38.0	
Total Split (%)	33.8%	33.8%					18.8%	66.3%		47.5%	47.5%	
Maximum Green (s)	23.0	23.0					11.0	49.0		34.0	34.0	
Yellow Time (s)	3.0	3.0					4.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0					0.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5					2.5	1.5		1.5	1.5	
Recall Mode	None	None					None	C-Min		C-Min	C-Min	
Act Effct Green (s)		24.0						50.0			50.0	
Actuated g/C Ratio		0.30						0.62			0.62	
v/c Ratio		1.37						1.20			1.02	
Control Delay		197.4						123.9			39.8	
Queue Delay		1.2						1.5			30.5	
Total Delay		198.7						125.5			70.4	
LOS		F						F			E	
Approach Delay		198.7						125.5			70.4	
Approach LOS		F						F			E	
Queue Length 50th (ft)		~443						~443			~231	
Queue Length 95th (ft)		m#484						#698			m#580	
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)												
Base Capacity (vph)		473						626			881	
Starvation Cap Reductn		0						38			0	
Spillback Cap Reductn		60						115			90	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		1.56						1.47			1.13	

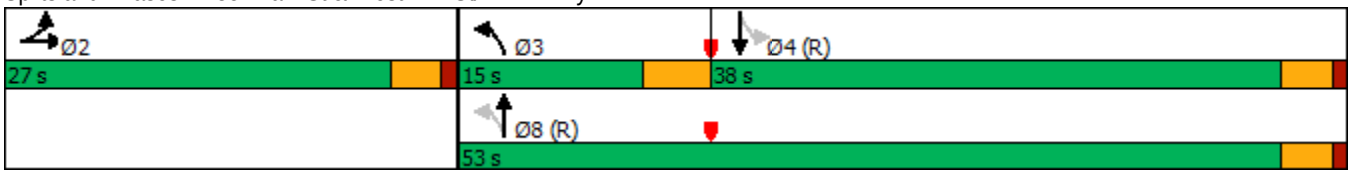
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 124.6 Intersection LOS: F
Intersection Capacity Utilization 113.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

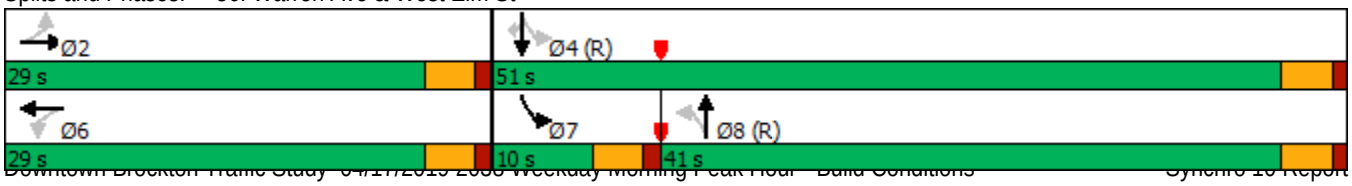


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	337	75	21	278	36	26	210	27	227	435	301
Future Volume (vph)	31	337	75	21	278	36	26	210	27	227	435	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.986			0.986				0.850
Flt Protected		0.996			0.997			0.995			0.983	
Satd. Flow (prot)	0	1577	0	0	1593	0	0	1590	0	0	1593	1378
Flt Permitted		0.958			0.953			0.916			0.778	
Satd. Flow (perm)	0	1517	0	0	1523	0	0	1464	0	0	1261	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			8			10				255
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	366	82	23	302	39	28	228	29	247	473	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	482	0	0	364	0	0	285	0	0	720	327
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		10.0	51.0	51.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%		51.3%	51.3%		12.5%	63.8%	63.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		37.0	37.0		6.0	47.0	47.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)		3.0			3.0			3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	C-Min
Act Effct Green (s)		25.9			25.9			48.1			48.1	48.1
Actuated g/C Ratio		0.32			0.32			0.60			0.60	0.60
v/c Ratio		0.96			0.73			0.32			0.95	0.35
Control Delay		60.2			35.5			10.6			38.1	3.9
Queue Delay		0.0			0.0			0.0			4.8	0.0
Total Delay		60.2			35.5			10.6			43.0	3.9
LOS		E			D			B			D	A
Approach Delay		60.2			35.5			10.6			30.8	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)		228			168			84			351	21
Queue Length 95th (ft)		#422			m156			m110			#567	m43
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		502			500			883			757	929
Starvation Cap Reductn		0			0			0			24	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.96			0.73			0.32			0.98	0.35

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 35.4 Intersection LOS: D
Intersection Capacity Utilization 100.4% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Warren Ave & West Elm St



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	2	0	94	5	3	53	71	2	5	7	785	2
Future Volume (vph)	2	0	94	5	3	53	71	2	5	7	785	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867				0.927			0.932			
Flt Protected		0.999				0.997			0.976			
Satd. Flow (prot)	0	1684	0	0	0	1774	0	0	1671	0	2049	0
Flt Permitted		0.999				0.997			0.976			
Satd. Flow (perm)	0	1684	0	0	0	1774	0	0	1671	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		558				449			425		1241	
Travel Time (s)		12.7				10.2			9.7		28.2	
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.81	0.63	0.63	0.63	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	2	0	106	6	4	65	88	3	8	11	809	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	0	0	163	0	0	22	0	811	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 100.5% ICU Level of Service G
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	2	46	686
Future Volume (vph)	2	46	686
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2045
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2045
Link Speed (mph)			30
Link Distance (ft)			522
Travel Time (s)			11.9
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	2	49	730
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	781
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	12	99	562	555	147
Future Volume (vph)	27	12	99	562	555	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.972	
Flt Protected	0.967			0.993		
Satd. Flow (prot)	1668	0	0	1850	1811	0
Flt Permitted	0.967			0.993		
Satd. Flow (perm)	1668	0	0	1850	1811	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1138			504	770	
Travel Time (s)	25.9			11.5	17.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	13	108	611	603	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	719	763	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 86.5% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	12	99	562	555	147
Future Vol, veh/h	27	12	99	562	555	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	13	108	611	603	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1510	683	763	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	133	449	850	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	449	850	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	1.5	0
HCM LOS	E		

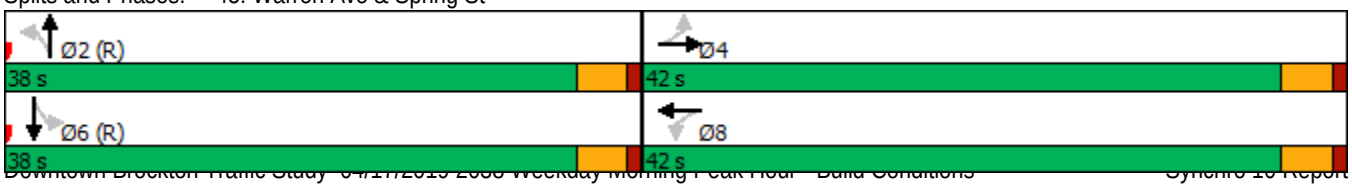
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	850	-	140	-	-
HCM Lane V/C Ratio	0.127	-	0.303	-	-
HCM Control Delay (s)	9.8	0	41.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

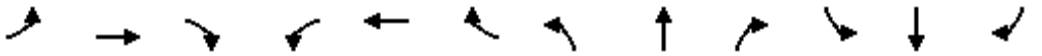
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	11	4	75	93	79	13	41	13	16	160	25
Future Volume (vph)	4	11	4	75	93	79	13	41	13	16	160	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.957			0.974			0.983	
Flt Protected		0.990			0.985			0.991			0.996	
Satd. Flow (prot)	0	1854	0	0	1697	0	0	1678	0	0	1763	0
Flt Permitted		0.949			0.900			0.949			0.984	
Satd. Flow (perm)	0	1777	0	0	1551	0	0	1607	0	0	1742	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		449			1138			214			499	
Travel Time (s)		10.2			25.9			4.9			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	12	4	82	101	86	14	45	14	17	174	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	269	0	0	73	0	0	218	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0		38.0	38.0	
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%		47.5%	47.5%	
Maximum Green (s)	38.0	38.0		38.0	38.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.5	4.5		4.5	4.5		1.5	1.5		1.5	1.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		20.8			20.8			51.2			51.2	
Actuated g/C Ratio		0.26			0.26			0.64			0.64	
v/c Ratio		0.04			0.67			0.07			0.20	
Control Delay		19.2			29.6			4.5			7.7	
Queue Delay		0.0			0.8			0.0			0.1	
Total Delay		19.2			30.4			4.5			7.8	
LOS		B			C			A			A	
Approach Delay		19.2			30.4			4.5			7.8	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		7			101			5			39	
Queue Length 95th (ft)		20			m131			m44			91	
Internal Link Dist (ft)		369			1058			134			419	
Turn Bay Length (ft)												
Base Capacity (vph)		844			736			1027			1114	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		270			235			0			213	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.54			0.07			0.24	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: Warren Ave & Spring St



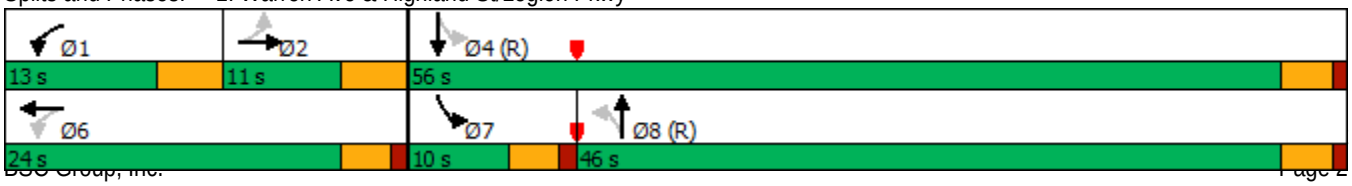


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	77	17	214	162	66	19	368	24	255	356	25
Future Volume (vph)	17	77	17	214	162	66	19	368	24	255	356	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	13	16	16	11	11	11	11	11	11
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.956			0.992			0.995	
Flt Protected		0.993		0.950				0.998			0.980	
Satd. Flow (prot)	0	1740	0	1646	1816	0	0	1604	0	0	1580	0
Flt Permitted		0.911		0.367				0.963			0.674	
Satd. Flow (perm)	0	1597	0	636	1816	0	0	1548	0	0	1087	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		9										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			868			345			239	
Travel Time (s)		8.5			19.7			7.8			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10						
Adj. Flow (vph)	18	84	18	233	176	72	21	400	26	277	387	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	233	248	0	0	447	0	0	691	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.05	1.14	1.10	0.97	0.97	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	11.0		13.0	24.0		46.0	46.0		10.0	56.0	
Total Split (%)	13.8%	13.8%		16.3%	30.0%		57.5%	57.5%		12.5%	70.0%	
Maximum Green (s)	7.0	7.0		9.0	20.0		42.0	42.0		6.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	0.0		0.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		7.9		20.9	20.9			53.1			53.1	
Actuated g/C Ratio		0.10		0.26	0.26			0.66			0.66	
v/c Ratio		0.73		0.80	0.52			0.44			0.96	
Control Delay		59.1		39.2	26.4			4.0			33.3	
Queue Delay		0.0		0.0	0.0			0.1			0.0	
Total Delay		59.1		39.2	26.4			4.1			33.3	
LOS		E		D	C			A			C	
Approach Delay		59.1			32.6			4.1			33.3	
Approach LOS		E			C			A			C	
Queue Length 50th (ft)		55		106	112			18			364	
Queue Length 95th (ft)		#137		m#158	m160			70			m#386	
Internal Link Dist (ft)		294			788			265			159	
Turn Bay Length (ft)				100								
Base Capacity (vph)		167		292	476			1027			722	
Starvation Cap Reductn		0		0	0			70			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.72		0.80	0.52			0.47			0.96	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 27.4 Intersection LOS: C
Intersection Capacity Utilization 94.6% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Warren Ave & Highland St/Legion Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			170	160	
Travel Time (s)	16.6			3.9	3.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	0
Stage 1	1022	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

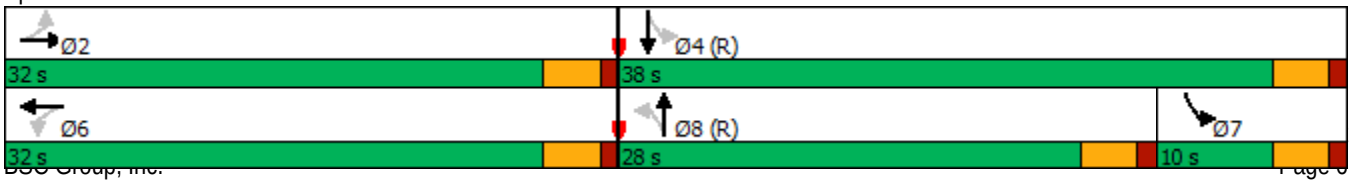
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	335	37	75	413	79	19	320	66	46	433	113
Future Volume (vph)	42	335	37	75	413	79	19	320	66	46	433	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	14	14	12	12	12	11	12	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.981			0.978			0.969	
Flt Protected		0.995			0.993			0.998		0.950		
Satd. Flow (prot)	0	1558	0	0	1691	0	0	1625	0	1570	1631	0
Flt Permitted		0.914			0.891			0.928		0.370		
Satd. Flow (perm)	0	1431	0	0	1518	0	0	1511	0	612	1631	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			473			629			208	
Travel Time (s)		17.5			10.8			14.3			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	3%	13%	4%	3%	0%	2%	7%	0%	2%	0%
Adj. Flow (vph)	46	364	40	80	439	84	21	348	72	48	451	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	603	0	0	441	0	48	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.05	1.05	1.05	1.14	1.14	1.14	1.19	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		10.0	38.0	
Total Split (%)	45.7%	45.7%		45.7%	45.7%		40.0%	40.0%		14.3%	54.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0		24.0	24.0		6.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0			3.0			3.0		3.0	3.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		30.0			30.0			28.0		36.8	34.0	
Actuated g/C Ratio		0.43			0.43			0.40		0.53	0.49	
v/c Ratio		0.73			0.93			0.73		0.12	0.72	
Control Delay		26.1			37.7			31.0		10.5	20.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.1			37.7			31.0		10.5	20.4	
LOS		C			D			C		B	C	
Approach Delay		26.1			37.7			31.0			19.7	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		160			175			99		10	176	
Queue Length 95th (ft)		#306			m#363			#324		26	290	
Internal Link Dist (ft)		689			393			549			128	
Turn Bay Length (ft)										100		
Base Capacity (vph)		613			651			603		416	815	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.73			0.93			0.73		0.12	0.70	

Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 1 (1%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 96.5% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Montello St. & Centre St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	1801	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1801	0	1801	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	730		150			161
Travel Time (s)	16.6		3.4			3.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	157	44	156	307	68	98	458	227	43	498	146
Future Volume (vph)	57	157	44	156	307	68	98	458	227	43	498	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	12	12	12	11	11	11
Storage Length (ft)	100		0	50		0	0		100	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.973				0.850		0.971	
Flt Protected	0.950			0.950				0.991			0.997	
Satd. Flow (prot)	1646	1424	0	1540	1577	0	0	1661	1211	0	1569	0
Flt Permitted	0.513			0.302				0.788			0.941	
Satd. Flow (perm)	889	1424	0	489	1577	0	0	1321	1211	0	1481	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		868			769			346			206	
Travel Time (s)		19.7			17.5			7.9			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		10				10	10		10			
Adj. Flow (vph)	62	171	48	170	334	74	107	498	247	47	541	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	219	0	170	408	0	0	605	247	0	747	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.34	1.10	1.19	1.19	1.19	1.14	1.14	1.40	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	50	50		50	50		50	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		2		1	6		3	8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		3	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Total Split (s)	13.0	13.0		10.0	23.0		10.0	57.0	57.0	47.0	47.0	
Total Split (%)	16.3%	16.3%		12.5%	28.8%		12.5%	71.3%	71.3%	58.8%	58.8%	
Maximum Green (s)	9.0	9.0		6.0	19.0		6.0	53.0	53.0	43.0	43.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lead/Lag	Lag	Lag		Lead			Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.5	4.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)	14.6	14.6		26.9	26.9			47.1	47.1		47.1	
Actuated g/C Ratio	0.18	0.18		0.34	0.34			0.59	0.59		0.59	
v/c Ratio	0.38	0.85		0.59	0.77			0.78	0.35		0.86	
Control Delay	38.4	53.6		34.4	39.3			9.5	4.9		24.0	
Queue Delay	0.0	1.0		0.0	0.0			0.9	0.0		8.7	
Total Delay	38.4	54.6		34.4	39.3			10.4	4.9		32.7	
LOS	D	D		C	D			B	A		C	
Approach Delay		51.0			37.8			8.8			32.7	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	27	105		58	168			97	38		314	
Queue Length 95th (ft)	m35	m#176		#142	#392			m55	m20		363	
Internal Link Dist (ft)		788			689			266			126	
Turn Bay Length (ft)	100			50					100			
Base Capacity (vph)	162	259		286	529			891	817		888	
Starvation Cap Reductn	0	0		0	0			96	0		42	
Spillback Cap Reductn	0	4		1	0			0	0		117	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.38	0.86		0.60	0.77			0.76	0.30		0.97	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 31 (39%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 115.3% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

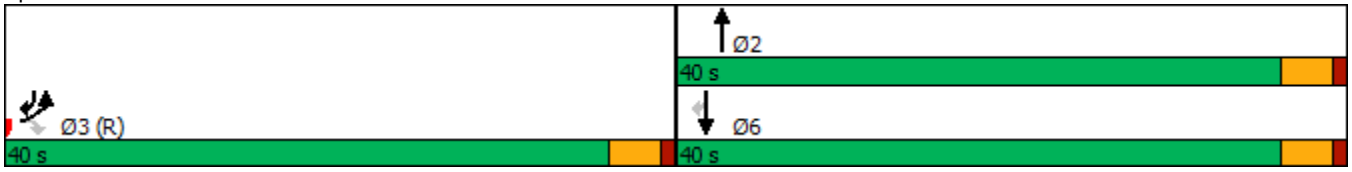
Splits and Phases: 6: Main St & Legion Pkwy/Centre St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	652	293	0	354	376	320
Future Volume (vph)	652	293	0	354	376	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Storage Length (ft)	0	250	0			50
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1593	1425	0	1732	1621	1378
Flt Permitted	0.950					
Satd. Flow (perm)	1593	1425	0	1732	1621	1378
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		318				
Link Speed (mph)	30			30	30	
Link Distance (ft)	732			691	254	
Travel Time (s)	16.6			15.7	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	709	318	0	385	409	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	709	318	0	385	409	348
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	1.19	1.19
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		1	1	1
Detector Template						
Leading Detector (ft)	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Perm		NA	NA	pm+ov
Protected Phases	3			2	6	3
Permitted Phases		3		2	6	6
Detector Phase	3	3		2	6	3
Switch Phase						
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0

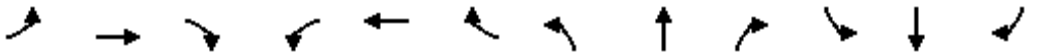
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	40.0	40.0		40.0	40.0	40.0
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	36.0	36.0		36.0	36.0	36.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5		3.0	3.0	1.5
Recall Mode	C-Min	C-Min		Min	None	C-Min
Act Effct Green (s)	47.1	47.1		26.9	26.9	80.0
Actuated g/C Ratio	0.59	0.59		0.34	0.34	1.00
v/c Ratio	0.76	0.33		0.66	0.75	0.25
Control Delay	10.0	0.1		27.6	27.9	0.4
Queue Delay	1.5	0.0		0.1	1.0	0.0
Total Delay	11.6	0.1		27.7	28.9	0.4
LOS	B	A		C	C	A
Approach Delay	8.0			27.7	15.8	
Approach LOS	A			C	B	
Queue Length 50th (ft)	107	0		161	150	0
Queue Length 95th (ft)	m175	m0		214	132	0
Internal Link Dist (ft)	652			611	174	
Turn Bay Length (ft)		250				50
Base Capacity (vph)	937	969		801	749	1378
Starvation Cap Reductn	0	0		0	146	0
Spillback Cap Reductn	96	0		39	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.84	0.33		0.51	0.68	0.25

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 3:EBL, Start of Green, Master Intersection
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 68.8% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main St & Belmont St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	361	72	57	424	336	35	363	56	280	386	23
Future Volume (vph)	65	361	72	57	424	336	35	363	56	280	386	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	11	11	11
Storage Length (ft)	0		0	0		75	0		0	175		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850		0.983			0.991	
Flt Protected	0.950				0.994			0.996		0.950		
Satd. Flow (prot)	1510	1598	0	0	1636	1425	0	1745	0	1496	1623	0
Flt Permitted	0.230				0.760			0.947		0.323		
Satd. Flow (perm)	366	1598	0	0	1251	1425	0	1659	0	508	1623	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			440			160			1520	
Travel Time (s)		16.4			10.0			3.6			34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	4%	1%	0%	3%	4%	2%	3%	2%	4%	5%	1%	0%
Adj. Flow (vph)	71	392	78	62	461	365	38	395	61	301	415	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	470	0	0	523	365	0	494	0	301	440	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.14	1.14	1.14	1.14	1.05	1.05	1.05	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50		50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		2			6	7		8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	7	8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	30.0	30.0		30.0	30.0	10.0	30.0	30.0		10.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%	14.3%	42.9%	42.9%		14.3%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0	6.0	26.0	26.0		6.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lead/Lag						Lag	Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	27.9	27.9			27.9	39.2		24.8		36.1	36.1	
Actuated g/C Ratio	0.40	0.40			0.40	0.56		0.35		0.52	0.52	
v/c Ratio	0.49	0.74			1.05	0.46		0.84		0.80	0.53	
Control Delay	30.8	27.3			71.3	8.5		35.0		36.7	13.8	
Queue Delay	0.0	0.8			0.0	0.0		0.0		0.0	0.0	
Total Delay	30.8	28.1			71.3	8.5		35.0		36.7	13.8	
LOS	C	C			E	A		C		D	B	
Approach Delay		28.5			45.5			35.0			23.1	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	23	171			~243	42		181		71	113	
Queue Length 95th (ft)	#76	#316			m#407	m104		#330		#173	187	
Internal Link Dist (ft)		640			360			80			1440	
Turn Bay Length (ft)						75				175		
Base Capacity (vph)	146	637			498	797		639		378	857	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	37			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.49	0.78			1.05	0.46		0.77		0.80	0.51	

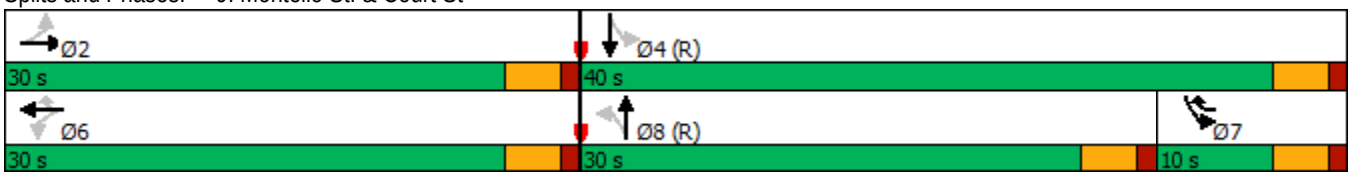
Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 3 (4%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 33.9 Intersection LOS: C
Intersection Capacity Utilization 118.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

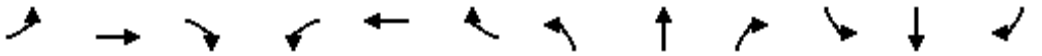
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Montello St. & Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	447	180	94	325	73	109	362	30	50	419	81
Future Volume (vph)	102	447	180	94	325	73	109	362	30	50	419	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	12	11
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.973			0.988			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1604	0	1540	1577	0	1354	1656	0	1540	1636	0
Flt Permitted	0.306			0.129			0.150			0.264		
Satd. Flow (perm)	513	1604	0	209	1577	0	214	1656	0	428	1636	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			16			5			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		435			720			161			504	
Travel Time (s)		9.9			16.4			3.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						10	10		10			
Adj. Flow (vph)	111	486	196	102	353	79	118	393	33	54	455	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	682	0	102	432	0	118	426	0	54	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.19	1.19	1.19	1.40	1.14	1.14	1.19	1.14	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	32.0		10.0	32.0		10.0	28.0		10.0	28.0	
Total Split (%)	12.5%	40.0%		12.5%	40.0%		12.5%	35.0%		12.5%	35.0%	
Maximum Green (s)	6.0	28.0		6.0	28.0		6.0	24.0		6.0	24.0	
Yellow Time (s)	4.0	3.0		4.0	3.0		4.0	3.0		4.0	3.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	3.5		2.5	3.5		2.5	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	36.6	31.0		36.6	31.0		33.2	29.0		32.6	27.0	
Actuated g/C Ratio	0.46	0.39		0.46	0.39		0.42	0.36		0.41	0.34	
v/c Ratio	0.34	1.07		0.48	0.70		0.63	0.71		0.20	0.97	
Control Delay	5.3	48.3		19.5	28.2		31.2	31.4		15.1	60.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.3	48.3		19.5	28.2		31.2	31.4		15.1	60.4	
LOS	A	D		B	C		C	C		B	E	
Approach Delay		42.3			26.5			31.4			56.3	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	7	~85		27	178		35	193		15	~295	
Queue Length 95th (ft)	m6	m17		54	#301		#92	#347		36	#486	
Internal Link Dist (ft)		355			640			81			424	
Turn Bay Length (ft)	100									75		
Base Capacity (vph)	329	638		212	620		188	603		271	561	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	1.07		0.48	0.70		0.63	0.71		0.20	0.97	

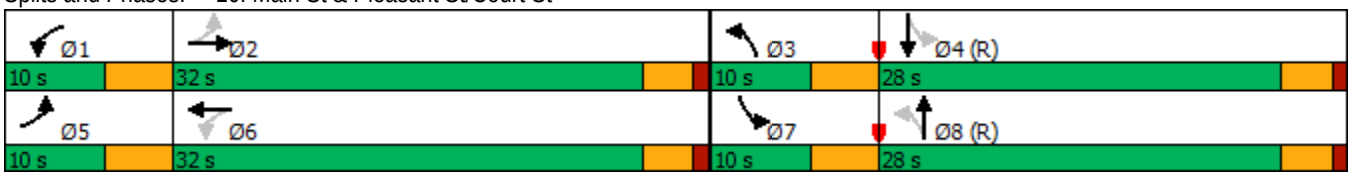
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 39.9 Intersection LOS: D
Intersection Capacity Utilization 94.1% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Main St & Pleasant St/Court St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	642	190	99	436	10	335	75	23	58	340	8
Future Volume (vph)	0	642	190	99	436	10	335	75	23	58	340	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	10	11	11	11	11	11
Storage Length (ft)	0		100	100		0	75		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.965			0.997	
Flt Protected				0.950			0.950				0.993	
Satd. Flow (prot)	0	1621	1378	1540	1671	0	1486	1564	0	0	1604	0
Flt Permitted				0.133			0.950				0.993	
Satd. Flow (perm)	0	1621	1378	216	1671	0	1486	1564	0	0	1604	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			148		2			18				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		522			585			427			214	
Travel Time (s)		11.9			13.3			9.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	698	207	108	474	11	364	82	25	63	370	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	698	207	108	485	0	364	107	0	0	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.14	1.14	1.25	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	

Lanes, Volumes, Timings
15: Warren Ave & Pleasant St

01/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	28.0	28.0	22.0	10.0	38.0		22.0	22.0		20.0	20.0	
Total Split (%)	35.0%	35.0%	27.5%	12.5%	47.5%		27.5%	27.5%		25.0%	25.0%	
Maximum Green (s)	24.0	24.0	18.0	6.0	34.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	2.0	2.0	2.5	0.2	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None	C-Min	None	None		C-Min	C-Min		None	None	
Act Effct Green (s)		27.0	46.6	35.0	35.0		19.0	19.0			17.0	
Actuated g/C Ratio		0.34	0.58	0.44	0.44		0.24	0.24			0.21	
v/c Ratio		1.28	0.24	0.51	0.66		1.03	0.28			1.30	
Control Delay		166.1	2.4	19.5	22.6		96.2	31.5			182.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			1.9	
Total Delay		166.1	2.4	19.5	22.6		96.2	31.5			184.7	
LOS		F	A	B	C		F	C			F	
Approach Delay		128.6			22.0			81.5			184.7	
Approach LOS		F			C			F			F	
Queue Length 50th (ft)		~470	7	37	214		~206	38			~294	
Queue Length 95th (ft)		#674	25	m53	m299		m#378	m94			#485	
Internal Link Dist (ft)		442			505			347			134	
Turn Bay Length (ft)			100	100			75					
Base Capacity (vph)		547	864	210	732		352	385			340	
Starvation Cap Reductn		0	0	0	0		0	0			52	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		1.28	0.24	0.51	0.66		1.03	0.28			1.53	

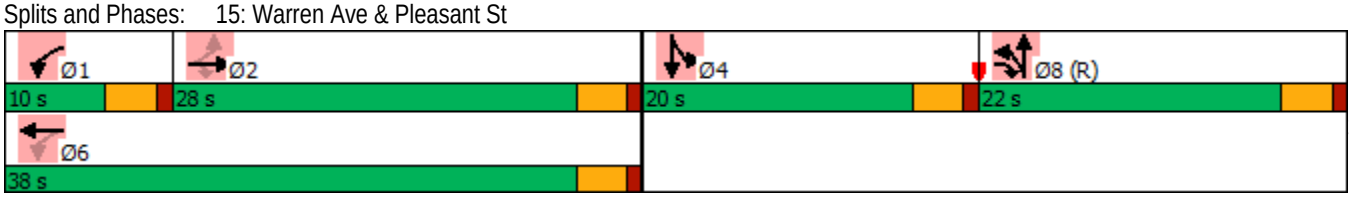
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 8:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 103.5 Intersection LOS: F
Intersection Capacity Utilization 121.7% ICU Level of Service H
Analysis Period (min) 15

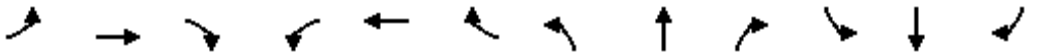
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

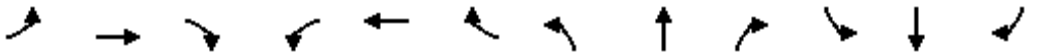
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Warren Ave & Pleasant St





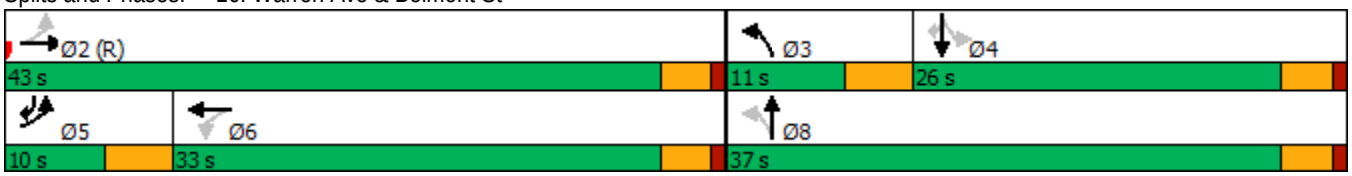
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	690	88	37	278	5	147	247	114	141	255	311
Future Volume (vph)	151	690	88	37	278	5	147	247	114	141	255	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		200	0		0	0		100	0		100
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.998			0.970				0.850
Flt Protected	0.950				0.994			0.986			0.983	
Satd. Flow (prot)	1540	1593	0	0	1608	0	0	1550	0	0	1593	1378
Flt Permitted	0.400				0.535			0.554			0.649	
Satd. Flow (perm)	648	1593	0	0	865	0	0	871	0	0	1052	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			23				301
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1627			732			1345			754	
Travel Time (s)		37.0			16.6			30.6			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	750	96	40	302	5	160	268	124	153	277	338
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	846	0	0	347	0	0	552	0	0	430	338
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	5	2			6		3	8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		3	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		19.0	19.0		10.0	10.0		10.0	10.0	10.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.0	43.0		33.0	33.0		11.0	37.0		26.0	26.0	10.0
Total Split (%)	12.5%	53.8%		41.3%	41.3%		13.8%	46.3%		32.5%	32.5%	12.5%
Maximum Green (s)	6.0	39.0		29.0	29.0		7.0	33.0		22.0	22.0	6.0
Yellow Time (s)	4.0	3.0		3.0	3.0		4.0	3.0		3.0	3.0	4.0
All-Red Time (s)	0.0	1.0		1.0	1.0		0.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	-1.0	-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	2.0
Recall Mode	None	C-Min		None	None		None	None		None	None	None
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				10.0	10.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	40.0	40.0			30.0			34.0			34.0	44.0
Actuated g/C Ratio	0.50	0.50			0.38			0.42			0.42	0.55
v/c Ratio	0.41	1.05			1.07			1.44			0.96	0.38
Control Delay	14.6	69.5			92.2			236.2			36.6	0.8
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	14.6	69.5			92.2			236.2			36.6	0.8
LOS	B	E			F			F			D	A
Approach Delay		60.6			92.2			236.2			20.9	
Approach LOS		E			F			F			C	
Queue Length 50th (ft)	43	~468			~195			~378			160	3
Queue Length 95th (ft)	79	#689			#356			#571			m#213	m3
Internal Link Dist (ft)		1547			652			1265			674	
Turn Bay Length (ft)												100
Base Capacity (vph)	402	802			325			383			447	893
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.41	1.05			1.07			1.44			0.96	0.38

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 60 (75%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 89.5 Intersection LOS: F
Intersection Capacity Utilization 116.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Warren Ave & Belmont St

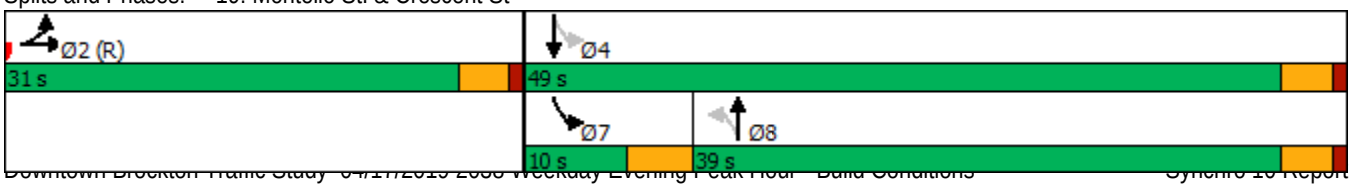


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	703	61	0	0	0	90	252	63	126	350	167
Future Volume (vph)	107	703	61	0	0	0	90	252	63	126	350	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		200	0		0	0		0	150		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990						0.979			0.951	
Flt Protected		0.994						0.989		0.950		
Satd. Flow (prot)	0	3037	0	0	0	0	0	1635	0	1570	1513	0
Flt Permitted		0.994						0.791		0.381		
Satd. Flow (perm)	0	3037	0	0	0	0	0	1308	0	630	1513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		856			486			792			413	
Travel Time (s)		19.5			11.0			18.0			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	1%	10%
Adj. Flow (vph)	116	764	66	0	0	0	98	274	68	137	380	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	946	0	0	0	0	0	440	0	137	562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	31.0	31.0					39.0	39.0		10.0	49.0	
Total Split (%)	38.8%	38.8%					48.8%	48.8%		12.5%	61.3%	
Maximum Green (s)	27.0	27.0					35.0	35.0		6.0	45.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		4.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0						3.0		3.0	3.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	0.5					0.5	0.5		2.5	0.5	
Recall Mode	C-Min	C-Min					None	None		None	None	
Act Effct Green (s)		32.7						30.6		41.3	41.3	
Actuated g/C Ratio		0.41						0.38		0.52	0.52	
v/c Ratio		0.76						0.88		0.33	0.72	
Control Delay		27.0						42.3		11.4	20.3	
Queue Delay		0.0						0.0		0.0	1.3	
Total Delay		27.0						42.3		11.4	21.6	
LOS		C						D		B	C	
Approach Delay		27.0						42.3			19.6	
Approach LOS		C						D			B	
Queue Length 50th (ft)		216						192		33	194	
Queue Length 95th (ft)		#347						#311		55	284	
Internal Link Dist (ft)		776			406			712			333	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1242						588		414	869	
Starvation Cap Reductn		0						0		0	141	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.76						0.75		0.33	0.77	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Montello St. & Crescent St

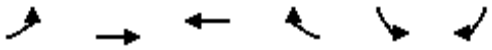


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	149	117	529	327	0	501
Future Volume (vph)	149	117	529	327	0	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Storage Length (ft)	0	0		100	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.973					
Satd. Flow (prot)	1637	0	1676	1425	0	1621
Flt Permitted	0.973					
Satd. Flow (perm)	1637	0	1676	1425	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	51					
Link Speed (mph)	30		30			30
Link Distance (ft)	856		254			353
Travel Time (s)	19.5		5.8			8.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	127	575	355	0	545
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	0	575	355	0	545
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.14	1.14	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1	1		1
Detector Template						
Leading Detector (ft)	50		50	50		50
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	50		50	50		50
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	4		2	4		6
Permitted Phases				2		
Detector Phase	4		2	4		6
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0		6.0
Minimum Split (s)	10.0		10.0	10.0		10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (s)	28.0		52.0	28.0		52.0
Total Split (%)	35.0%		65.0%	35.0%		65.0%
Maximum Green (s)	24.0		48.0	24.0		48.0
Yellow Time (s)	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	3.0		3.0	3.0		3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5		3.0	1.5		3.0
Recall Mode	None		C-Min	None		None
Act Effct Green (s)	16.9		57.1	80.0		57.1
Actuated g/C Ratio	0.21		0.71	1.00		0.71
v/c Ratio	0.75		0.48	0.25		0.47
Control Delay	24.3		9.3	0.3		3.1
Queue Delay	0.1		2.0	0.0		0.7
Total Delay	24.3		11.3	0.3		3.9
LOS	C		B	A		A
Approach Delay	24.3		7.1			3.9
Approach LOS	C		A			A
Queue Length 50th (ft)	64		120	0		36
Queue Length 95th (ft)	m101		326	m0		m57
Internal Link Dist (ft)	776		174			273
Turn Bay Length (ft)				100		
Base Capacity (vph)	546		1195	1417		1156
Starvation Cap Reductn	0		450	0		305
Spillback Cap Reductn	10		359	0		117
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.54		0.77	0.25		0.64

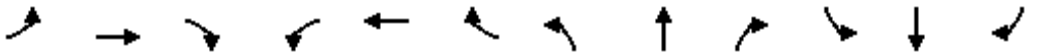
Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 54.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Main St & Crescent St

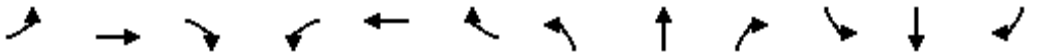


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑		↱↱		
Traffic Volume (vph)	0	1087	0	813	0	0
Future Volume (vph)	0	1087	0	813	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	3539	0	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		219	299		340	
Travel Time (s)		5.0	6.8		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1208	0	903	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1208	0	903	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.4% ICU Level of Service A
Analysis Period (min) 15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	351	181	447	0	359	0	119	0	0	0
Future Volume (vph)	0	334	351	181	447	0	359	0	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	14	12	10	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.931						0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1832	0	1558	1949	0	1668	1425	0	0	1900	0
Flt Permitted				0.130			0.757					
Satd. Flow (perm)	0	1832	0	213	1949	0	1329	1425	0	0	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92						495				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			285			622			368	
Travel Time (s)		10.0			6.5			14.1			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	3%	12%	4%	0%	1%	0%	2%	0%	0%	0%
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			20%			0%	
Adj. Flow (vph)	0	348	366	195	481	0	390	0	129	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	714	0	195	481	0	390	129	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.04	0.92	1.00	1.09	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	32.0	32.0		10.0	42.0		28.0	28.0		28.0	28.0	
Total Split (%)	45.7%	45.7%		14.3%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	28.0	28.0		6.0	38.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		4.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		0.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		27.7		38.3	38.3		25.7	25.7				
Actuated g/C Ratio		0.40		0.55	0.55		0.37	0.37				
v/c Ratio		0.92		0.74	0.45		0.80	0.15				
Control Delay		30.6		30.6	11.0		29.9	0.4				
Queue Delay		1.7		0.0	0.0		0.0	0.0				
Total Delay		32.3		30.6	11.0		29.9	0.4				
LOS		C		C	B		C	A				
Approach Delay		32.3			16.6			22.6				
Approach LOS		C			B			C				
Queue Length 50th (ft)		130		39	111		94	0				
Queue Length 95th (ft)		m#426		#136	176		m#291	m0				
Internal Link Dist (ft)		360			205			542			288	
Turn Bay Length (ft)							200					
Base Capacity (vph)		812		264	1090		490	838				
Starvation Cap Reductn		29		0	0		0	0				
Spillback Cap Reductn		0		0	0		0	0				
Storage Cap Reductn		0		0	0		0	0				
Reduced v/c Ratio		0.91		0.74	0.44		0.80	0.15				

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 22 (31%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 92.5% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

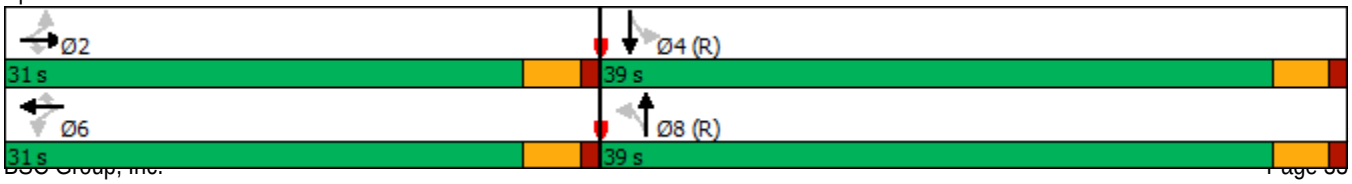
Splits and Phases: 23: Commercial St. & Court St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	327	96	67	412	70	75	347	190	98	340	65
Future Volume (vph)	35	327	96	67	412	70	75	347	190	98	340	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	16	16	16	10	16	16
Storage Length (ft)	100		0	0		0	0		0	175		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.958			0.976	
Flt Protected		0.995			0.993			0.994		0.950		
Satd. Flow (prot)	0	1762	1531	0	1830	1652	0	1987	0	1668	2015	0
Flt Permitted		0.778			0.803			0.904		0.344		
Satd. Flow (perm)	0	1378	1531	0	1479	1652	0	1807	0	604	2015	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			76		48			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			1461			917			622	
Travel Time (s)		10.8			33.2			20.8			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	29%	1%	2%	10%	6%	1%	0%	4%	3%	1%	4%	6%
Adj. Flow (vph)	38	355	104	73	448	76	82	377	207	104	362	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	104	0	521	76	0	666	0	104	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.96	0.96	0.96	0.85	0.85	0.85	1.09	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	39.0	39.0		39.0	39.0	
Total Split (%)	44.3%	44.3%	44.3%	44.3%	44.3%	44.3%	55.7%	55.7%		55.7%	55.7%	
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0	-1.0		-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)		3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		27.2	27.2		27.2	27.2		36.8		36.8	36.8	
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.53		0.53	0.53	
v/c Ratio		0.74	0.16		0.91	0.11		0.68		0.33	0.40	
Control Delay		17.5	1.0		42.7	4.1		14.8		7.8	5.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay		17.5	1.0		42.7	4.1		14.8		7.8	5.3	
LOS		B	A		D	A		B		A	A	
Approach Delay		14.0			37.8			14.8			5.8	
Approach LOS		B			D			B			A	
Queue Length 50th (ft)		58	0		190	0		208		12	50	
Queue Length 95th (ft)		m116	m1		#381	22		335		m27	m122	
Internal Link Dist (ft)		393			1381			837			542	
Turn Bay Length (ft)										175		
Base Capacity (vph)		562	686		603	719		988		322	1086	
Starvation Cap Reductn		0	0		0	0		0		0	0	
Spillback Cap Reductn		0	0		0	0		0		0	0	
Storage Cap Reductn		0	0		0	0		0		0	0	
Reduced v/c Ratio		0.70	0.15		0.86	0.11		0.67		0.32	0.40	

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 11 (16%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 113.7% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Commercial St. & Centre St

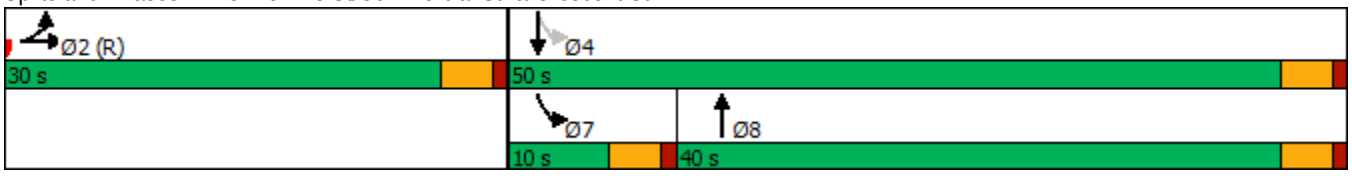


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	718	38	0	0	0	0	227	92	271	216	0
Future Volume (vph)	136	718	38	0	0	0	0	227	92	271	216	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	16	16
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994						0.961				
Flt Protected		0.992									0.973	
Satd. Flow (prot)	0	3485	0	0	0	0	0	1790	0	0	2008	0
Flt Permitted		0.992									0.575	
Satd. Flow (perm)	0	3485	0	0	0	0	0	1790	0	0	1187	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			219			847			232	
Travel Time (s)		11.0			5.0			19.3			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	0%	0%	0%	0%	2%	2%	3%	6%	0%
Adj. Flow (vph)	148	780	41	0	0	0	0	241	98	295	235	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	969	0	0	0	0	0	339	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases										4		
Detector Phase	2	2						8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0						6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0						10.0		10.0	10.0	
Total Split (s)	30.0	30.0						40.0		10.0	50.0	
Total Split (%)	37.5%	37.5%						50.0%		12.5%	62.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	26.0	26.0						36.0		6.0	46.0	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	C-Min	C-Min						None		None	None	
Act Effct Green (s)		29.7						44.3			44.3	
Actuated g/C Ratio		0.37						0.55			0.55	
v/c Ratio		0.75						0.34			0.81	
Control Delay		14.3						10.4			25.1	
Queue Delay		0.0						0.0			50.7	
Total Delay		14.3						10.4			75.8	
LOS		B						B			E	
Approach Delay		14.3						10.4			75.8	
Approach LOS		B						B			E	
Queue Length 50th (ft)		166						79			180	
Queue Length 95th (ft)		#117						126			#337	
Internal Link Dist (ft)		406			139			767			152	
Turn Bay Length (ft)												
Base Capacity (vph)		1292						997			697	
Starvation Cap Reductn		0						0			213	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.75						0.34			1.10	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 34 (43%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 31.3 Intersection LOS: C
Intersection Capacity Utilization 78.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Perkins St/Commercial St. & Crescent St

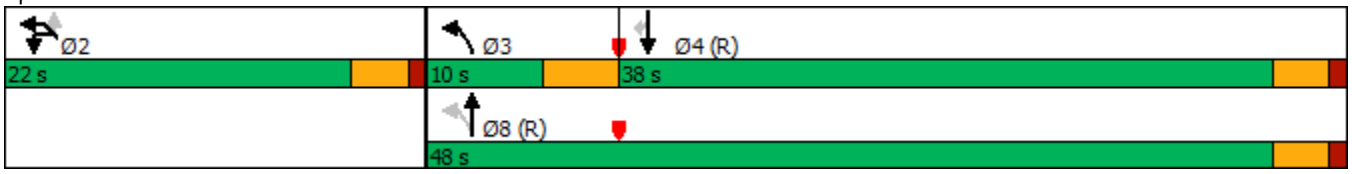


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	0	15	348	0	0	454	71	32	494	287
Future Volume (vph)	0	0	15	348	0	0	454	71	32	494	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	11	11	11	14	11	12
Storage Length (ft)	0	0	0		0	0		125		0	125
Storage Lanes	0	0	1		0	0		1		0	1
Taper Length (ft)	25		25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt								0.850			0.850
Flt Protected			0.950							0.950	
Satd. Flow (prot)	0	0	2046	2051	0	0	1766	1459	0	3327	1583
Flt Permitted			0.362							0.950	
Satd. Flow (perm)	0	0	780	2051	0	0	1766	1459	0	3327	1583
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)								78			312
Link Speed (mph)	30			30			30			30	
Link Distance (ft)	580			232			917			340	
Travel Time (s)	13.2			5.3			20.8			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	4%	7%	13%	1%	2%
Adj. Flow (vph)	0	0	16	378	0	0	493	77	35	537	312
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	16	378	0	0	493	77	0	572	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	10			16			16			22	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	0.85	0.85	0.85	1.04	1.04	1.04	0.92	1.04	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	15	9
Number of Detectors			1	1			1	1	1	1	1
Detector Template											
Leading Detector (ft)			50	50			50	50	50	50	50
Trailing Detector (ft)			0	0			0	0	0	0	0
Detector 1 Position(ft)			0	0			0	0	0	0	0
Detector 1 Size(ft)			50	50			50	50	50	50	50
Detector 1 Type			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)			0.0	0.0			0.0	0.0	0.0	0.0	0.0
Turn Type			pm+pt	NA			NA	Perm	Prot	Prot	Perm
Protected Phases			3	8			4		2	2	
Permitted Phases			8					4			2
Detector Phase			3	8			4	4	2	2	2
Switch Phase											
Minimum Initial (s)			6.0	6.0			6.0	6.0	6.0	6.0	6.0

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Minimum Split (s)			10.0	10.0			10.0	10.0	10.0	10.0	10.0
Total Split (s)			10.0	48.0			38.0	38.0	22.0	22.0	22.0
Total Split (%)			14.3%	68.6%			54.3%	54.3%	31.4%	31.4%	31.4%
Maximum Green (s)			6.0	44.0			34.0	34.0	18.0	18.0	18.0
Yellow Time (s)			4.0	3.0			3.0	3.0	3.0	3.0	3.0
All-Red Time (s)			0.0	1.0			1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			-1.0	-1.0			-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)			3.0	3.0			3.0	3.0		3.0	3.0
Lead/Lag			Lead				Lag	Lag			
Lead-Lag Optimize?			Yes				Yes	Yes			
Vehicle Extension (s)			2.5	2.5			2.5	2.5	2.5	2.5	2.5
Recall Mode			None	C-Min			C-Min	C-Min	None	None	None
Act Effct Green (s)			46.1	46.1			44.1	44.1		17.9	17.9
Actuated g/C Ratio			0.66	0.66			0.63	0.63		0.26	0.26
v/c Ratio			0.03	0.28			0.44	0.08		0.67	0.49
Control Delay			5.0	6.1			14.4	6.7		27.5	5.6
Queue Delay			0.0	1.7			0.0	0.0		0.0	0.0
Total Delay			5.0	7.8			14.4	6.7		27.5	5.6
LOS			A	A			B	A		C	A
Approach Delay				7.7			13.4			19.7	
Approach LOS				A			B			B	
Queue Length 50th (ft)			2	59			165	10		112	0
Queue Length 95th (ft)			8	104			m234	m27		157	53
Internal Link Dist (ft)	500			152			837			260	
Turn Bay Length (ft)								125			125
Base Capacity (vph)			640	1369			1119	953		931	667
Starvation Cap Reductn			0	797			0	0		0	0
Spillback Cap Reductn			0	0			0	0		0	0
Storage Cap Reductn			0	0			0	0		0	0
Reduced v/c Ratio			0.03	0.66			0.44	0.08		0.61	0.47

Intersection Summary
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 2 (3%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 45.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Commercial St. & School St.

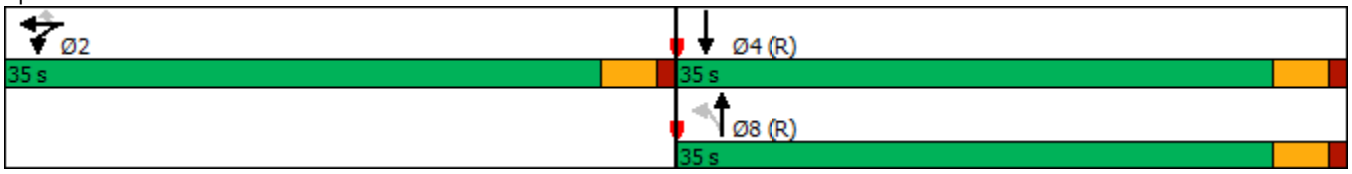


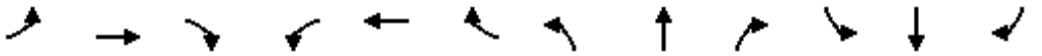
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	92	402	86	27	331	0	0	549	21
Future Volume (vph)	0	0	0	92	402	86	27	331	0	0	549	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	13	13
Storage Length (ft)	0		0	150		0	150		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.995	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1458	1580	1330	1458	1580	0	0	1725	0
Flt Permitted				0.950			0.312					
Satd. Flow (perm)	0	0	0	1458	1580	1330	479	1580	0	0	1725	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						93						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			580			413			629	
Travel Time (s)		8.5			13.2			9.4			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	1%	2%	4%	1%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	100	437	93	29	360	0	0	560	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	100	437	93	29	360	0	0	581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				50	50	50	50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Split	NA	Perm	Perm	NA			NA	
Protected Phases				2	2			8			4	
Permitted Phases						2	8					
Detector Phase				2	2	2	8	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	6.0	6.0			6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				10.0	10.0	10.0	10.0	10.0			10.0	
Total Split (s)				35.0	35.0	35.0	35.0	35.0			35.0	
Total Split (%)				50.0%	50.0%	50.0%	50.0%	50.0%			50.0%	
Maximum Green (s)				31.0	31.0	31.0	31.0	31.0			31.0	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0	2.0	4.5	4.5			4.5	
Recall Mode				None	None	None	C-Min	C-Min			C-Min	
Act Effct Green (s)				24.9	24.9	24.9	39.1	39.1			39.1	
Actuated g/C Ratio				0.36	0.36	0.36	0.56	0.56			0.56	
v/c Ratio				0.19	0.78	0.17	0.11	0.41			0.60	
Control Delay				3.2	15.6	1.1	11.1	12.2			9.4	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				3.2	15.6	1.1	11.1	12.2			9.4	
LOS				A	B	A	B	B			A	
Approach Delay					11.5			12.1			9.4	
Approach LOS					B			B			A	
Queue Length 50th (ft)				3	191	0	5	82			82	
Queue Length 95th (ft)				m8	76	m0	23	175			m154	
Internal Link Dist (ft)		293			500			333			549	
Turn Bay Length (ft)				150			150					
Base Capacity (vph)				666	722	658	267	883			963	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.15	0.61	0.14	0.11	0.41			0.60	

Intersection Summary
Area Type: CBD
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 10 (14%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Montello St. & School St/School St.



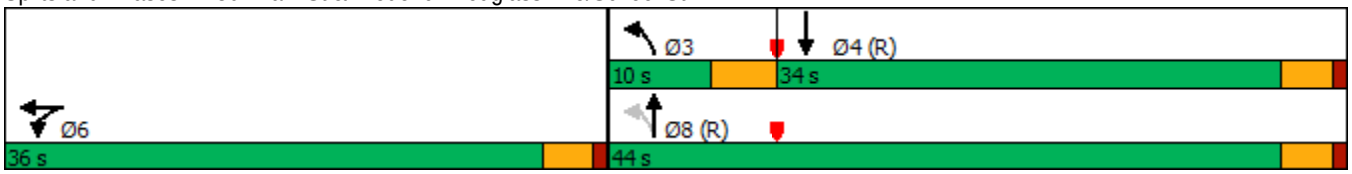


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	96	205	131	47	669	0	0	553	139
Future Volume (vph)	0	0	0	96	205	131	47	669	0	0	553	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.959						0.973	
Flt Protected					0.989			0.997				
Satd. Flow (prot)	0	0	0	0	1802	0	0	1616	0	0	1631	0
Flt Permitted					0.989			0.866				
Satd. Flow (perm)	0	0	0	0	1802	0	0	1403	0	0	1631	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33						18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			485			349			346	
Travel Time (s)		18.5			11.0			7.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	104	223	142	51	727	0	0	601	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	469	0	0	778	0	0	752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	1			1	
Detector Template												
Leading Detector (ft)				50	50		50	50			50	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				50	50		50	50			50	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				6	6		3	8			4	
Permitted Phases							8					
Detector Phase				6	6		3	8			4	
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	
Minimum Split (s)				10.0	10.0		10.0	10.0			10.0	
Total Split (s)				36.0	36.0		10.0	44.0			34.0	
Total Split (%)				45.0%	45.0%		12.5%	55.0%			42.5%	
Maximum Green (s)				32.0	32.0		6.0	40.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)				3.0	3.0		4.0	3.0			3.0	
All-Red Time (s)				1.0	1.0		0.0	1.0			1.0	
Lost Time Adjust (s)					-1.0			-1.0			-1.0	
Total Lost Time (s)					3.0			3.0			3.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				1.5	1.5		1.5	1.5			1.5	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)					24.9			49.1			49.1	
Actuated g/C Ratio					0.31			0.61			0.61	
v/c Ratio					0.80			0.90			0.75	
Control Delay					33.8			17.3			14.9	
Queue Delay					0.6			47.1			3.7	
Total Delay					34.4			64.5			18.6	
LOS					C			E			B	
Approach Delay					34.4			64.5			18.6	
Approach LOS					C			E			B	
Queue Length 50th (ft)					198			256			133	
Queue Length 95th (ft)					266			m285			m#202	
Internal Link Dist (ft)		736			405			269			266	
Turn Bay Length (ft)												
Base Capacity (vph)					762			860			1007	
Starvation Cap Reductn					0			173			172	
Spillback Cap Reductn					77			0			53	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.68			1.13			0.90	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 4:SBT and 8:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 115.5% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Main St & Frederick Douglass Ave/School St

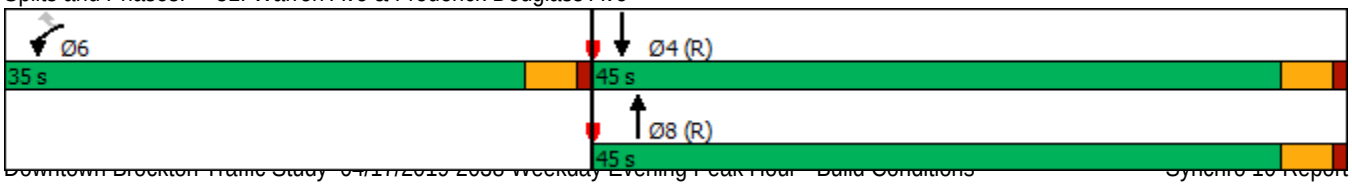


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	338	37	373	0	0	569
Future Volume (vph)	338	37	373	0	0	569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	0	300		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1327	1425	1621	0	0	1621
Flt Permitted	0.950					
Satd. Flow (perm)	1327	1425	1621	0	0	1621
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40				
Link Speed (mph)	30		30			30
Link Distance (ft)	816		398			345
Travel Time (s)	18.5		9.0			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	5	0	0	0	0	0
Parking (#/hr)	10					
Adj. Flow (vph)	367	40	405	0	0	618
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	40	405	0	0	618
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.43	1.14	1.19	1.19	1.19	1.19
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1			1
Detector Template						
Leading Detector (ft)	50	50	50			50
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	50	50	50			50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	6		8			4
Permitted Phases		6				
Detector Phase	6	6	8			4
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	6.0	6.0	6.0			6.0
Minimum Split (s)	10.0	10.0	10.0			10.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	31.0	31.0	41.0			41.0
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0			-1.0
Total Lost Time (s)	3.0	3.0	3.0			3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	4.5			4.5
Recall Mode	None	None	C-Min			C-Min
Act Effct Green (s)	26.6	26.6	47.4			47.4
Actuated g/C Ratio	0.33	0.33	0.59			0.59
v/c Ratio	0.83	0.08	0.42			0.64
Control Delay	36.3	7.5	5.2			16.5
Queue Delay	1.2	0.0	0.2			7.4
Total Delay	37.5	7.5	5.4			23.9
LOS	D	A	A			C
Approach Delay	34.5		5.4			23.9
Approach LOS	C		A			C
Queue Length 50th (ft)	171	3	36			204
Queue Length 95th (ft)	m237	m6	m83			m0
Internal Link Dist (ft)	736		318			265
Turn Bay Length (ft)		300				
Base Capacity (vph)	530	594	961			961
Starvation Cap Reductn	0	0	104			296
Spillback Cap Reductn	47	0	0			201
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.76	0.07	0.47			0.93

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 11 (14%), Referenced to phase 4:SBT and 8:NBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Warren Ave & Frederick Douglass Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	8	51	55	448	60	33	637	24
Future Volume (vph)	0	0	0	48	8	51	55	448	60	33	637	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	13	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.936			0.986			0.995	
Flt Protected					0.978			0.995			0.998	
Satd. Flow (prot)	0	0	0	0	1762	0	0	1767	0	0	1850	0
Flt Permitted					0.978			0.995			0.998	
Satd. Flow (perm)	0	0	0	0	1762	0	0	1767	0	0	1850	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			730			206			150	
Travel Time (s)		21.1			16.6			4.7			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	52	9	55	60	487	65	36	692	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	116	0	0	612	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	48	8	51	55	448	60	33	637	24
Future Vol, veh/h	0	0	0	48	8	51	55	448	60	33	637	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	52	9	55	60	487	65	36	692	26

Major/Minor	Minor1		Major1				Major2		
Conflicting Flow All	1417	1430	520	718	0	0	552	0	0
Stage 1	640	640	-	-	-	-	-	-	-
Stage 2	777	790	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	151	135	556	883	-	-	1018	-	-
Stage 1	525	470	-	-	-	-	-	-	-
Stage 2	453	402	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	128	0	556	883	-	-	1018	-	-
Mov Cap-2 Maneuver	128	0	-	-	-	-	-	-	-
Stage 1	445	0	-	-	-	-	-	-	-
Stage 2	453	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.9	0.9	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	883	-	-	212	1018	-	-
HCM Lane V/C Ratio	0.068	-	-	0.549	0.035	-	-
HCM Control Delay (s)	9.4	0	-	40.9	8.7	0	-
HCM Lane LOS	A	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.9	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	104	89	59	361	439	20
Future Volume (vph)	104	89	59	361	439	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.994	
Flt Protected	0.974			0.993		
Satd. Flow (prot)	1678	0	0	1995	1977	0
Flt Permitted	0.974			0.993		
Satd. Flow (perm)	1678	0	0	1995	1977	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			208	170	
Travel Time (s)	16.6			4.7	3.9	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	127	109	69	420	482	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	0	0	489	504	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 67.8% ICU Level of Service C
Analysis Period (min) 15

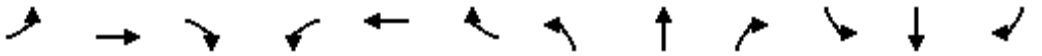
Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	89	59	361	439	20
Future Vol, veh/h	104	89	59	361	439	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	127	109	69	420	482	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	493	504	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	253	580	1071	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	580	1071	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.7	1.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1071	-	321	-	-
HCM Lane V/C Ratio	0.064	-	0.733	-	-
HCM Control Delay (s)	8.6	0	41.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	5.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	55	43	26	18	9	424	0	0	615	15
Future Volume (vph)	55	0	55	43	26	18	9	424	0	0	615	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.972						0.997	
Flt Protected		0.976			0.976			0.999				
Satd. Flow (prot)	0	1864	0	0	1826	0	0	1799	0	0	1795	0
Flt Permitted		0.976			0.976			0.999				
Satd. Flow (perm)	0	1864	0	0	1826	0	0	1799	0	0	1795	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			930			239			427	
Travel Time (s)		8.8			21.1			5.4			9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	0	60	47	28	20	10	461	0	0	668	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	95	0	0	471	0	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.88	0.88	0.88	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	6.6

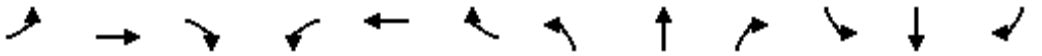
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	0	55	43	26	18	9	424	0	0	615	15
Future Vol, veh/h	55	0	55	43	26	18	9	424	0	0	615	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	0	60	47	28	20	10	461	0	0	668	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1181	1157	676	1187	1165	461	684	0	0	461	0	0
Stage 1	676	676	-	481	481	-	-	-	-	-	-	-
Stage 2	505	481	-	706	684	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	167	196	453	165	194	600	909	-	-	1100	-	-
Stage 1	443	453	-	566	554	-	-	-	-	-	-	-
Stage 2	549	554	-	427	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	193	453	142	191	600	909	-	-	1100	-	-
Mov Cap-2 Maneuver	142	193	-	142	191	-	-	-	-	-	-	-
Stage 1	436	453	-	558	546	-	-	-	-	-	-	-
Stage 2	496	546	-	371	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.6	42.8	0.2	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	909	-	-	216	186	1100	-	-
HCM Lane V/C Ratio	0.011	-	-	0.554	0.508	-	-	-
HCM Control Delay (s)	9	0	-	40.6	42.8	0	-	-
HCM Lane LOS	A	A	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3	2.5	0	-	-

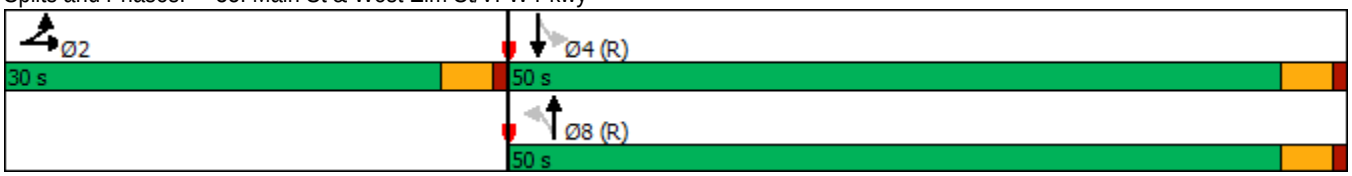
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	215	26	0	0	0	137	493	15	64	522	124
Future Volume (vph)	234	215	26	0	0	0	137	493	15	64	522	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.997			0.976	
Flt Protected		0.976						0.989			0.995	
Satd. Flow (prot)	0	1571	0	0	0	0	0	1358	0	0	1574	0
Flt Permitted		0.976						0.712			0.898	
Satd. Flow (perm)	0	1571	0	0	0	0	0	978	0	0	1420	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								3			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		765			462			353			349	
Travel Time (s)		17.4			10.5			8.0			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10	10			
Adj. Flow (vph)	254	234	28	0	0	0	149	536	16	70	567	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	0	0	0	701	0	0	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.14	1.14	1.14	1.19	1.46	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50					50	50		50	50	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	50	50					50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	2	2						8			4	
Permitted Phases							8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	10.0					10.0	10.0		10.0	10.0	
Total Split (s)	30.0	30.0					50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%					62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	26.0	26.0					46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0					1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0						-1.0			-1.0	
Total Lost Time (s)		3.0						3.0			3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5					1.5	1.5		1.5	1.5	
Recall Mode	Min	Min					C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		27.0						47.0			47.0	
Actuated g/C Ratio		0.34						0.59			0.59	
v/c Ratio		0.97						1.22			0.92	
Control Delay		42.3						129.8			25.3	
Queue Delay		0.0						2.4			0.7	
Total Delay		42.3						132.3			26.0	
LOS		D						F			C	
Approach Delay		42.3						132.3			26.0	
Approach LOS		D						F			C	
Queue Length 50th (ft)		274						~438			159	
Queue Length 95th (ft)		m#323						#630			#563	
Internal Link Dist (ft)		685			382			273			269	
Turn Bay Length (ft)												
Base Capacity (vph)		530						575			843	
Starvation Cap Reductn		0						0			9	
Spillback Cap Reductn		0						146			9	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.97						1.63			0.93	

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 67.7 Intersection LOS: E
Intersection Capacity Utilization 106.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Main St & West Elm St/VFW Pkwy

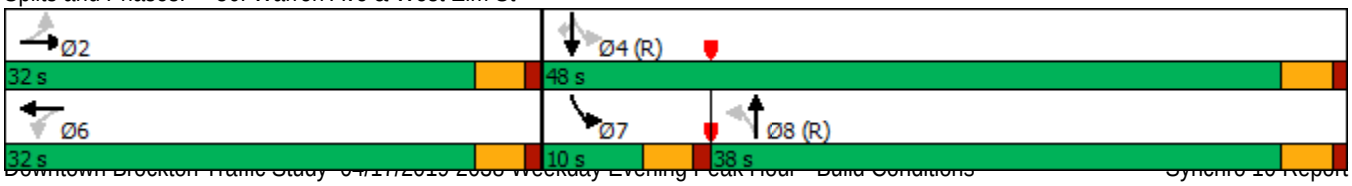


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	323	136	13	213	25	32	325	24	129	560	219
Future Volume (vph)	23	323	136	13	213	25	32	325	24	129	560	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.987			0.992				0.850
Flt Protected		0.998			0.997			0.996			0.991	
Satd. Flow (prot)	0	1556	0	0	1595	0	0	1601	0	0	1606	1378
Flt Permitted		0.978			0.974			0.862			0.851	
Satd. Flow (perm)	0	1525	0	0	1558	0	0	1386	0	0	1379	1378
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			8			5				163
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1662			765			754			398	
Travel Time (s)		37.8			17.4			17.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	351	148	14	232	27	35	353	26	140	609	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	524	0	0	273	0	0	414	0	0	749	238
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6			8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0		38.0	38.0		10.0	48.0	48.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		47.5%	47.5%		12.5%	60.0%	60.0%
Maximum Green (s)	28.0	28.0		28.0	28.0		34.0	34.0		6.0	44.0	44.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)		3.0			3.0			3.0			3.0	3.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.5	4.5		4.5	4.5	4.5
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	C-Min
Act Effct Green (s)		28.2			28.2			45.8			45.8	45.8
Actuated g/C Ratio		0.35			0.35			0.57			0.57	0.57
v/c Ratio		0.94			0.49			0.52			0.95	0.28
Control Delay		52.3			13.4			18.1			37.0	4.0
Queue Delay		0.0			0.0			0.0			5.1	0.0
Total Delay		52.3			13.4			18.1			42.1	4.0
LOS		D			B			B			D	A
Approach Delay		52.3			13.4			18.1			32.9	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		234			24			184			381	18
Queue Length 95th (ft)		#431			m27			m175			#590	m39
Internal Link Dist (ft)		1582			685			674			318	
Turn Bay Length (ft)												100
Base Capacity (vph)		570			569			795			789	858
Starvation Cap Reductn		0			0			0			27	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.92			0.48			0.52			0.98	0.28

Intersection Summary
Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 4:SBTL and 8:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 32.3 Intersection LOS: C
Intersection Capacity Utilization 110.1% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Warren Ave & West Elm St

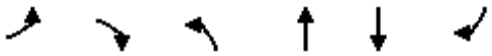


Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR2	SET	SER2
Lane Configurations												
Traffic Volume (vph)	2	0	114	6	3	55	75	3	8	10	712	2
Future Volume (vph)	2	0	114	6	3	55	75	3	8	10	712	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	13	11	11	11	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867				0.927			0.936			
Flt Protected		0.999				0.997			0.974			
Satd. Flow (prot)	0	1701	0	0	0	1781	0	0	1674	0	2049	0
Flt Permitted		0.999				0.997			0.974			
Satd. Flow (perm)	0	1701	0	0	0	1781	0	0	1674	0	2049	0
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		558				449			425		1241	
Travel Time (s)		12.7				10.2			9.7		28.2	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.63	0.63	0.63	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	2	0	130	6	3	59	80	5	13	16	774	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	0	148	0	0	34	0	776	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		0				0			11		0	
Link Offset(ft)		0				0			0		0	
Crosswalk Width(ft)		16				16			16		16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)	15		9	15	15		9	15	15	9		9
Sign Control		Stop				Stop			Stop		Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 108.3% ICU Level of Service G
Analysis Period (min) 15

Lane Group	NWL2	NWL	NWT
Lane Configurations			
Traffic Volume (vph)	2	52	725
Future Volume (vph)	2	52	725
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	15	15	15
Lane Util. Factor	1.00	1.00	1.00
Frt			
Flt Protected			0.997
Satd. Flow (prot)	0	0	2046
Flt Permitted			0.997
Satd. Flow (perm)	0	0	2046
Link Speed (mph)			30
Link Distance (ft)			522
Travel Time (s)			11.9
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	2%
Adj. Flow (vph)	2	56	780
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	0	838
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Left
Median Width(ft)			0
Link Offset(ft)			0
Crosswalk Width(ft)			16
Two way Left Turn Lane			
Headway Factor	0.88	0.88	0.88
Turning Speed (mph)	15	15	
Sign Control			Free

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	13	87	448	551	293
Future Volume (vph)	30	13	87	448	551	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.953	
Flt Protected	0.966			0.992		
Satd. Flow (prot)	1727	0	0	1848	1775	0
Flt Permitted	0.966			0.992		
Satd. Flow (perm)	1727	0	0	1848	1775	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1138			504	770	
Travel Time (s)	25.9			11.5	17.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	14	95	487	599	318
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	582	917	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 88.6% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	13	87	448	551	293
Future Vol, veh/h	30	13	87	448	551	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	14	95	487	599	318

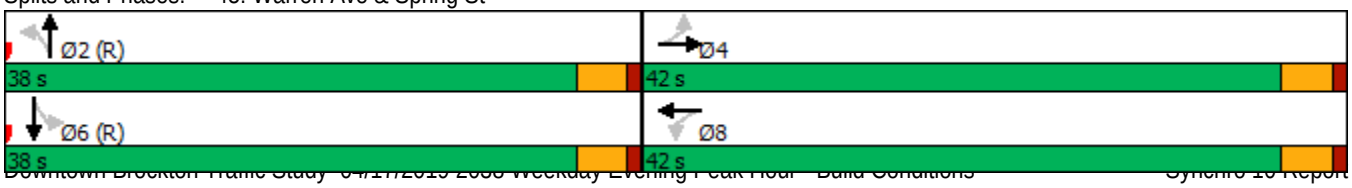
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1435	758	917	0	-	0
Stage 1	758	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	147	407	744	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	407	744	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.3	1.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	744	-	154	-	-
HCM Lane V/C Ratio	0.127	-	0.304	-	-
HCM Control Delay (s)	10.5	0	38.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	15	0	109	82	190	10	53	12	16	296	47
Future Volume (vph)	4	15	0	109	82	190	10	53	12	16	296	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	11	11	11	10	10	10	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932			0.979			0.982	
Flt Protected		0.990			0.986			0.993			0.998	
Satd. Flow (prot)	0	1906	0	0	1655	0	0	1690	0	0	1765	0
Flt Permitted		0.944			0.904			0.951			0.990	
Satd. Flow (perm)	0	1817	0	0	1517	0	0	1619	0	0	1751	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		449			1138			214			499	
Travel Time (s)		10.2			25.9			4.9			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	16	0	118	89	207	11	58	13	17	322	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	414	0	0	82	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0		38.0	38.0	
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%		47.5%	47.5%	
Maximum Green (s)	38.0	38.0		38.0	38.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.5	4.5		4.5	4.5		1.5	1.5		1.5	1.5	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		29.0			29.0			43.0			43.0	
Actuated g/C Ratio		0.36			0.36			0.54			0.54	
v/c Ratio		0.03			0.75			0.09			0.41	
Control Delay		13.4			32.2			5.0			14.5	
Queue Delay		0.0			9.0			0.0			1.3	
Total Delay		13.4			41.2			5.0			15.8	
LOS		B			D			A			B	
Approach Delay		13.4			41.2			5.0			15.8	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)		6			188			13			110	
Queue Length 95th (ft)		16			210			m14			219	
Internal Link Dist (ft)		369			1058			134			419	
Turn Bay Length (ft)												
Base Capacity (vph)		863			720			870			941	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			267			0			347	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.91			0.09			0.66	

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: Warren Ave & Spring St